# The New-York Times.

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## IMPORTANT FROM WASHINGTON.

### Legislation at a Stand-Still in Congress.

### Night Debate in the Senate on the Cuban Question.

### MOTION TO TABLE DECIDED ADVERSELY.

### Refusal of the House to Pass the Appropriation Bills.

### NO PROGRESS WITH THE TARIFF.

### Report of the Nichols Investigating Committee.

### DAMAGING CHARACTER OF THE TESTIMONY.

### The Agricultural College bill Vetoed.—The President and Senor Mata.—The Civil Expenditure, &c.

Special Dispatch to the New-York Times.

WASHINGTON, Friday, Feb. 25.

Congressional legislation is considered at an end for the present session. The war of the factions defies business, and the chances are that the several appropriation bills will fail. Many members have avowed their determination to vote against everything. Mr. PENDLETON, to-day, charged PHILLIPS, of Pennsylvania, with having declared his intention to vote against every Appropriation bill. The latter denied it, but he repudiated Administration ties. It is said that several witnesses were ready to prove the charge, but they have failed upon. Mr. PENDLETON was applauded on the Committee of Ways and Means as a special friend of the Administration.

The motion to suspend the rules to take up the bill for reviving the Tariff act of 1846, would never have been carried to-day if the Democrats had not suspected treachery on the part of the Tariff men. They were favorable to the bill, but feared to take it up lest the Opposition would force a substitute. It was intimated by the Republicans who voted for a suspension of the rules, that it was with a view to bring up their Tariff proposition—hence the motion to suspend was lost.

The time spent by the Senate in considering the Cuban bill is thrown away. The House Committee on Foreign Affairs will make no effort to take it up. Mr. WILSON'S amendment to the bill to-day attracts much attention, and challenges the approval and support of many Southern men. The opponents of the Slidell bill are determined not to be forced to a hurried vote. They say they will be heard in full against it, and without being compelled to speak at midnight. Their plan, probably, will be to constantly call the yeas and nays between 9 at night and 11 in the morning, unless the friends of the bill desire to speak, or an adjournment is agreed to.

The President told a member of Congress to-day that he would call an extra session in June. This was intended only to effect action in the House. I have reason to believe that he has no idea of calling an extra session.

The report of the Nichols Investigating Committee to-day utterly dissipates the persistent statements that they exculpate the member of the Committee on Accounts understood to be implicated in the charges upon which the investigation was ordered. Their verdict, in fact, is not given. Although the Committee considers it unsafe to recommend expulsion upon the testimony, it makes such an impression upon them that not a single member ventures upon a verdict of not guilty.

The resolutions reported by the Democratic members of the Sherman Committee are a source of great mortification to their party.

The Trustees of the Pennsylvania Agricultural College called on the President to-day to remonstrate against the proposed veto of MORRILL'S bill, granting lands to the States for Agricultural Colleges. The President replied that it was too late—the veto was decided upon on constitutional grounds.

The President dislikes Señor MATA personally, which accounts for his hesitation to receive him. He is a cordial hater, and would rather hand Mexico over to England and France than to abate his individual prejudices. His pleasantest smile this week in the presence of a masculine would work a new miracle—turn water into vinegar.

Madame MARSH'S closing lecture was given this evening, and notwithstanding the inclemency of the weather, the Philharmonic Hall was well filled by an appreciative audience. Perhaps the most effective and touching portion of her discourse was her graphic delineation of the heroic career and unparalleled sufferings of the Italian exiles now on their way to America—proving that the Italians are not only lovers of liberty, but are in the highest sense endowed with that patriotism which admits of no compromise with expediency, no toleration of tyranny, no terms with despotism. Throughout the address she was listened to with unflagging attention, interrupted by frequent applause. Quite a number of distinguished persons were present, among whom we noticed Dr. PARKER, our former Minister and Missionary to China.

Mrs. KNIGHT'S readings have been very fully and fashionably attended.

[FROM THE REPORTER FOR THE ASSOCIATED PRESS.]

WASHINGTON, Friday, Feb. 25.

The *Union* of this morning says, in an editorial, "It has become perfectly obvious, that no measure of revenue can be adopted by the present Congress, in the short space of time remaining of its existence." The *Union*, therefore, recommends the revival of the act of 1846 for three years, and for the reissue of Treasury notes. It argues that this could be done with perfect Democratic consistency; those who refuse to vote for these, virtually vote to stop the wheels of Government.

The following is the concluding resolution of the Committee on Naval Contracts and Abuses, which was inadvertently omitted yesterday, namely: "Nothing has been proven in this investigation which impeaches in any way the personal or official integrity of the Secretary of the Navy."

The Navy Department, this morning, received a dispatch from Lieut. BRADY, commanding the ship *Vincennes*, dated Norfolk, in which he states that he has captured the slaver *Julia Dean*, on the coast of Africa and brought her into that port. AUGUSTUS FREEMAN, represented as passenger on the *Dean*, died on the passage to the United States, previously requesting that his effects should be sent to his wife at Havana. It was conjectured that he was the Captain of the vessel, on board of which, it is supposed, there is a great deal of treasure. The Department, this morning, sent orders to Lieutenant BRADY to turn over the hands on board the *Dean* to the United States Marshal for trial. It is supposed that the *Dean* is owned in Charleston. The *Vincennes* has been ordered to be examined, it being supposed that she has been injured by having struck a reef.

The rumor that all the available Naval force, including the sloop-of-war *Vincennes*, has been ordered to the Gulf, seems strengthened by a remark made by the chairman of the Committee on Ways and Means to-day, that this American sea, as he termed it, belonged to us, and that we will and must exercise control over it.

The next arrival from Mexico will, it is anticipated, bring highly important intelligence in connection with the French and English fleets, and requiring a larger American Naval force than has been heretofore kept in that quarter.

The Special Committee to investigate the charge of corruption against Mr. SHARKEY, of the House, have made their report. As it was immediately sent to the printer, there was no opportunity to examine its contents, but on the authority of a member of the Committee it appears that while the Committee unanimously concur in the opinion that the testimony does not exculpate him they think it insufficient to warrant his expulsion. The House will be called on to-morrow to decide upon the subject as proposed by the Committee. It is further said that Mr. SHARKEY filed a statement of his own to rebut the testimony against him.

The Pennsylvania and other members of the House, representing different parties, voted with those who are favorable to the revival of the Tariff of 1846, on Mr. HUGHES' ineffectual motion to suspend the rules, to enable him to introduce a bill for that purpose. Some, while opposed to the bill, thought it would afford a basis for a different measure. The Southern members, embracing the extremists, the Massachusetts members, and gentlemen from nearly all other sections, opposed the motion.

## XXXVth CONGRESS—Second Session.

SENATE....WASHINGTON, Friday, Feb. 25.

The Post Route bill was put to a vote and passed by Yeas, 39; Nays, 26.

An ineffectual attempt was made by Mr. DOOLITTLE to obtain a vote on the Homestead bill.

The Cuba bill was taken up.

Mr. WILSON offered the following amendment:

*Whereas*, Reciprocal commercial intercourse among nations promotes mutual prosperity, and is the surest guarantee of permanent peace; and,

*Whereas*, It is not the policy of the United States to despoil any nation of her possessions, however rich or valuable, but to cultivate with all nations the most friendly and unrestricted commercial relations; and

*Whereas*, The unfriendly policy adopted by Spain against the trade and commerce of the United States with the Island of Cuba, forcing the adoption of a similar policy by the United States towards herself, impairs the benefits which would otherwise result to both nations from the trade and commerce between the United States and Cuba; and

*Whereas*, A treaty negotiation for the removal of all illiberal and unjust restrictions upon trade and commercial intercourse between this country and the Island of Cuba and every nation upon this continent is most desirable; therefore

*Be it enacted*, That the President be authorized and requested to open negotiations with Spain and the nations south of us on this continent, for the removal of all unjust and illiberal restrictions on trade and commerce between them and their dependencies and the United States, and to defray the necessary expenses of such negotiation the sum of $25,000 is hereby appropriated.

Mr. MALLORY proceeded with his remarks commenced some days since. He cited the policy of JEFFERSON, who said if we were justified in going to war for the acquisition of any territory, it would be for Cuba. He reviewed the commercial advantages to be derived from the acquisition, and contended that if Cuba were annexed, the Slave-trade would be completely destroyed. That trade was fostered by the Captain-General, as Mr. MALLORY showed by a minute and interesting statement, how it was carried on from the purchase of the slave ship to the landing of the slaves, under permits, at three ounces per head. The Creole population are, he said, opposed to the trade. Mr. MALLORY guarded himself from connecting the distracted subject of Slavery with the acquisition of Cuba.

Mr. DIXON, of Connecticut, spoke for two hours, replying to the points of Mr. BENJAMIN'S recent speech. Mr. BENJAMIN had urged, he said, that unless we acquire Cuba, Spain will emancipate the negroes. Mr. DIXON reasoned that if negro freedom in Cuba would be injurious to the United States, in Jamaica it must be equally so, yet it is not used as an argument to buy Jamaica from Great Britain. Mr. BENJAMIN had reasoned that compulsory labor was necessary to develope tropical production, but Mr. DIXON thought that the sugar for the world could be grown by free labor, and if it could not, sugar was not a sufficient equivalent for the perpetuation of Slavery. In the course of his remarks, Mr. DIXON had occasion to say that Slavery degrades free labor.

Mr. REID controverted this opinion, and said the doctrine was new in the South. He maintained that the white man was not degraded by labor, although he worked at the bench or in a field, side by side with his slave.

Mr. DIXON refused to admit the correctness of this assertion as an exposition of the general Southern feeling.

Mr. BELL traced the rise and progress of the filibuster spirit until it culminated in the Ostend manifesto, and became reflected in this Cuban bill. Both were in a form offensive to Spain. No nation would be apt to receive kindly an offer made to purchase its territory, when accompanied by a studied reminder of its fallen fortunes. His (BELL'S) opinion was, that the Ostend Manifesto and the present proposal were framed on the perfect knowledge that Cuba could not be acquired, and that they were addressed to what is supposed to be the dominant traits in our national character. The Committee's report is skillfully drawn up. It promises to extend the trade and commerce of the North, the peculiar industry of the South and the agriculture of the West. It is framed to habituate the country to the cry of "war," but we are making no preparation for war. On the contrary, we are trying to get along without a revenue. For himself he would favor our acquiring control of the Island, either as a protectorate or independent power—but he likewise held that the time has not yet come when its possession was necessary either to our development or security. We are not now in a position to accept Cuba if Spain should offer it as a gift. We cannot accept it until we have built up a Navy of sufficient strength to maintain it. The first blow that would be struck in a war with a naval power would be to wrest it from us, and hold its harbors as a means of annoyance against us. The Committee's promise that the acquisition of the Island will give us the monopoly of sugar is equally fallacious. The increasing production of that article would soon create its production throughout the whole temperate zone. Neither is it true, as the Committee say, that when a nation ceases growth its decadence commences. History does not teach this doctrine of expansion, nor is there any parallelism between the growth of a nation, and of an individual man. Are our internal affairs so perfectly organized as to leave no range to our ambition? Has even the question of currency been placed on a satisfactory basis? Is our great internal domain reduced to such narrow limits as to afford no scope to our energies? Our territory is now greater than the whole area of the Roman Empire. All this we are bound to protect and defend, and to defend the accessible points of our extended frontier would require 100,000 men, with at least 250 war steamers. The chairman of the Naval Committee says our whole guns are 1,100. The French Navy alone has 15,000 cannon afloat, with 500 ships, of which half are war steamers. We are not now prepared for such a war, and yet the President announced, on a recent occasion, that our policy henceforth is expansion.

Mr. KENNEDY, of Maryland, addressed the Senate, arguing that the acquisition of Cuba is subversive of the best interest of the South. Referring to the aspect of our domestic affairs, he considered that innovations had been engrafted on the policy of this Government, which inevitably betoken its dissolution. The doctrine of State Rights did well while we were a homogeneous people, bound together by common troubles, but that day has passed. The unbounded prosperity of this country, its fertile lands and increasing wealth, has attracted to it people from every clime. There is no common interest to bind us together. The Constitution and the Supreme Court are derided, and the Constitution threatens to be but a rope of sand, unable to bind from having no power to punish infractions of that Constitution. He had been derided as an old federalist, and the men who so denounced him had now on the table two bills more dangerous in consolidating power in the hands of one man than any that ever emanated from the old Federal Party. They had also a bill to give away the public lands to the sweepings of European lazar houses to squat thereon, and under an easy franchise to control that Government before they know a word of our language or is one idea towards a comprehension of our institutions. Yet, while offering this extraordinary bonus to the discontented spirits of the old world, they refuse to vote for and denounce the Old Soldiers' bill. How comes it, he asked, that there is such a diversity of opinion in the Democratic Party, marching under one banner, and professing common principles?

Mr. WADE here moved to adjourn. Lost by 17 to 26.

Either o'clock P. M.—The Senate is rapidly filling up. The galleries are full.

Mr. DOOLITTLE, of Wisconsin, moved to postpone the Cuba and take up the Homestead bill, and proceeded to speak on the latter.

Mr. SLIDELL called him to order.

Mr. DOOLITTLE insisted on his motion.

Mr. JOHNSON, of Tennessee, although he had for fifteen years advocated the Homestead bill, asked Mr. DOOLITTLE to withdraw his motion.

Mr. DOUGLAS, as a friend of the Homestead bill, made the same request.

Mr. CLARK, of Connecticut, as a friend of the Homestead bill, moved the Senate adjourn. Lost by 17 to 26.

Mr. TRUMBULL asked Mr. HUNTER to pledge himself not to bring forward the Appropriation bills to prevent a vote on the Homestead bill.

Mr. HUNTER would give no such promise.

Mr. TRUMBULL appealed to Mr. JOHNSON to stand by and press the Homestead bill.

Mr. BRIGHT asked Mr. TRUMBULL, for himself and the Republicans, to name the hour at which they would vote on both measures.

Mr. TRUMBULL, for himself, was ready now, but could not make any pledge for his friends.

Mr. SEWARD, of New-York, said that after nine hours' discussion on the Cuba bill, it was time to come back to the great question of the age. Two propositions now stand face to face: one is the question of land for the landless, and the other is a question of a land for slaves.

Mr. SLIDELL here rose.

The VICE-PRESIDENT—Will the Senator from New-York yield the floor to the Senator from Louisiana?

Mr. SEWARD, No, Sir, I do not.

Mr. SLIDELL called Mr. SEWARD to order. He was discussing the comparative merits of the two bills.

The Vice-President decided that Mr. SEWARD was in order.

Mr. SEWARD went on with a few words, when Mr. FITCH appealed to the Chair to put the question of order to the Senate, with a view of stopping what threatened to be an interminable discussion.

The Vice-President declined to do so.

Mr. SEWARD went on, saying: "It is in the Thirty-fifth Congress that the Homestead bill has been put aside." He then contrasted the merits of the two bills.

Mr. TOOMBS said, as to "land for the landless," it carried with it some demagogueical power. He despised a demagogue, but despised still more those who are driven by demagogues. What are the other side afraid of? If they do not want to give $30,000,000 to carry out a great national policy, let them say so, and not attempt to to get rid of the issue by saying, "We want to give land to the landless."

Mr. FESSENDEN took Mr. TOOMBS to task and asked if the language he had used was not an imitation of the great man at the other end of the Avenue (the President) who recently addressed an out-of-door crowd, saying none but cowards shirk this Cuban bill. He told the Senator the Republicans did not tremble nor shrink. He referred to the trial of physical endurance at the last session, and hinted that they could endure as much again. He denied that the Republicans were obstructing legitimate business but said they were opposed to this Cuban measure, by which nothing was intended but a party result.

Mr. SEWARD was not in the habit of impugning the courage of any man. He believed every Senator had sufficient. He himself had enough for his own purposes. But other qualities are also necessary. There is moral courage. There is truthfulness to pledges. The President has power to carry out his pledges and has he done so? Where is the Pacific Railroad bill, where his pronouns, where relief to the bankrupt? Lost, sunk, sacrificed in his attempt to fasten Slavery on the Spanish-American States. No part of the President's policy has been carried out, but it is all sacrificed to a false and pretended issue. Out of nothing nothing is expected to come. He (SEWARD) had never mistaken the President's policy. He never mistook it for a great army, but for a windmill with sails. Mr. SEWARD concluded by an energetic declaration that he is to be found on the side of liberty everywhere and always.

Mr. TOOMBS replied at some length, till Mr. JOHNSON, of Arkansas, again raised a question of order, to cut off debate.

At 11 o'clock there was a crowded audience, half the Senators were in their seats, while the rest were crowding out smoking in the ante-room.

Mr. DOOLITTLE finally declined to withdraw his motion.

At midnight Mr. CHANDLER attempted to reply to the remarks of Mr. TOOMBS respecting demagogues.

The Vice-President ruled that he was not in order.

Mr. FESSENDEN appealed from the ruling of the Chair.

Mr. MASON again moved to adjourn. Lost by 20 to 20.

The appeal of Mr. FESSENDEN was then laid on the table.

Mr. CLARK then spoke, after which Mr. DOOLITTLE'S motion to take up the Homestead bill was voted on and lost by Yeas, 17; Nays, 28.

AYES.—Messrs. Broderick, Cameron, Chandler, Clark Collamer, Doolittle, Fessenden, Foote, Foster, Hale, Hamlin, Harlan, Johnson of Tennessee, King, Seward, Simmons, Trumbull, Wade, Wilson.

NAYS—Messrs. Allen, Bayard, Benjamin, Bigler, Brown, Chesnut, Clay, Clingman, Douglas, Fitch, Green, Gwin, Hunter, Iverson, Johnson of Arkansas, Lane, Mallory, Mason, Polk, Pugh, Reid, Rice, Sebastian, Shields, Slidell, Toombs, Ward, Wright.

Mr. MASON moved to adjourn. It was manifest that the Senate could do nothing and he feared the American people would consider this a humiliating spectacle.

Motion lost by 20 to 20.

Mr. BROWN moved to lay Mr. WILSON'S bill on the table. Agreed to by 36 to 16.

Mr. BROWN then proceeded to speak on the Cuba bill. He was in favor of the acquisition of the Island, peaceably if possible, but forcibly if we must. He would now move to lay the bill on the table, as a test vote, but would vote against his own motion.

The test vote was then taken, and the motion was lost by yeas, 19; nays, 20.

AYES. Messrs. Broderick, Cameron, Chandler, Clarke, Doolittle, Fessenden, Foot, Foster, Hale, Hamlin, Harlan, Kennedy, King, Seward, Simmons, Trumbull, Wade, Wilson.

NAYS—Messrs. Allen, Bayard, Benjamin, Bigler, Brown, Chesnut, Clay, Clingman, Douglas, Fitch, Fitzpatrick, Green, Gwin, Hunter, Iverson, Johnson of Arkansas, Johnson of Tennessee, Lane, Mallory, Mason, Polk, Pugh, Reid, Rice, Sebastian, Shields, Slidell, Smith, Toombs, Ward.

Mr. DAVIS paired off with Mr. DIXON, and Mr. COLLAMER with Mr. WILSON.

On motion of Mr. SLIDELL, the Senate then adjourned at 1¼ A. M.

### HOUSE OF REPRESENTATIVES.

WASHINGTON, Friday, Feb. 25.

Mr. HUGHES, of Indiana, asked leave to introduce a bill repealing the Tariff of 1857, reviving the act of 1846.

Objection from both sides, amid confusion.

Mr. HUGHES moved a suspension of the rules.

Mr. MORRILL, of Vermont, gave notice that should this prevail he would offer his bill as a substitute.

Mr. JONES, of Tennessee, supposed, if the rules were suspended, the bill must have its first consideration in Committee of the Whole, where every member could offer amendments.

Mr. HUGHES said suspend the rules first, and debate afterwards.

Mr. VALLANDIGHAM gave notice of a substitute to suspend the Tariff of 1857, and revive that of 1846, for two years from the 1st of July next.

The motion of Mr. HUGHES to suspend the rules was negatived—85 against 94.

Mr. PHELPS, of Missouri, appealed to the House to reconsider the vote by which the Post-office Appropriation bill was rejected. If this was not done a new bill would have to be introduced.

Mr. BLAIR, of Missouri, moved to lay the motion to reconsider on the table. Negatived, 84 against 104.

The vote was subsequently reconsidered.

Mr. PHELPS, of Missouri, referred to the course of his colleague, Mr. PHILLIPS, on the Committee of Ways and Means, saying that a vote against the bill came with a bad grace from him, considering that he was placed thereon at the instance of the friends of the Administration and had proposed amendments to the bill. If he considered its features objectionable,——

Mr. OWEN JONES, of Pennsylvania, asked whether he understood Mr. PHELPS to say that Executive influence had been exerted to place a member on any Committee of this house?

Mr. PHELPS replied he had made no such charge. He asked Mr. JONES, "Do you consider yourself a friend of the Administration?"

Mr. JONES—I do, and am prepared to carry out the recommendation of the President. Can you say as much?

Mr. PHELPS—And if you ask me whether I am prepared to carry out all that is recommended, I say No, I will not.

Mr. MONTGOMERY, of Pennsylvania—What right have you to set yourself up to arraign the friends of the Administration? [Laughter.]

Mr. PHELPS—It is not for the gentleman to complain, considering where he stands. He stands elsewhere than with the friends of the Administration.

Mr. STANTON, of Ohio, rose on the opposite side of the hall to say something, but his words were lost in the general confusion.

Mr. PHILLIPS, of Pennsylvania, replying to Mr. PHELPS, said the remarks of the latter could not have come from a worse quarter. Was he to be schooled here, and vote as the gentleman from Missouri wished? Did not Mr. PHELPS, as the friend par excellence of the Administration, charge that an amendment was to be put in the bill as a rebuke to the Administration, about the success of which he was so anxious? If Mr. PHELPS had agency in having him placed on the Committee of Ways and Means, this was the first time he had heard of it. If he was so placed there that he might follow his or Executive dictation, the gentleman from Missouri had mistaken him greatly. He would rather resign his place on the Committee than resign his manhood. He had voted in Committee as he thought right.

Mr. PHELPS—I ask the gentleman to point out any objectionable appropriations in the bill.

Mr. PHILLIPS—You have no right to ask me that.

Mr. PHELPS—Can you put your finger on a single one?

Mr. PHILLIPS—I can.

Mr. PHELPS—Specify it.

Mr. PHILLIPS, emphatically—I will not. You've got to take my word. I voted against the bill because I thought it ought not to pass, and will vote against it again. The gentleman alluded to me as having once belonged to his party.

Mr. PHELPS—I referred to a gentleman sitting near you.

Mr. MONTGOMERY—What does the gentleman mean by that? [Laughter.]

The Speaker was here obliged to restrain the prevailing disorder.

Mr. PHELPS wanted Mr. PHELPS to understand now and henceforth that he would vote as he thought right, without reference to Mr. PHELPS' views, and without an attempt to relieve him from any responsibility.

Mr. PHELPS explained. He did not say that he had any agency in placing Mr. PHILLIPS on the Ways and Means Committee, but that he was placed there by the wishes and at the urgent solicitation of the friends of the Administration.

Voices—"Who are they."

Mr. PHELPS did not mean to intimate that the Speaker was at all biased in appointing the Committee, but as was usual he had listened to suggestions; when the session commenced, and before the Committees were appointed, he remembered that rumor said that Mr. PHILLIPS had been strongly urged for a member of the Ways and Means Committee. It had been said that the fifteen Democrats from Pennsylvania would not henceforward vote for any of the appropriation bills.

Mr. BAILEY, of Pennsylvania, replied, so far as that rumor was concerned, it is untrue.

Mr. PHILLIPS—It was never agreed to.

Mr. BISCOMB, of Pennsylvania, suggested that, perhaps Mr. PHILLIPS had got into a difficulty by not knowing what is to be considered as the Administration.

After further debate, the vote by which the bill was engrossed was reconsidered by a large majority, and the subject passed over.

The House went into Committee on the Naval Appropriation bill.

Mr. SHERMAN, of Ohio, moved to reduce the appropriation of $3,100,000 for repairs, armament, equipment and fuel for the steamers, and hemp, to $1,000,000, to be expended as follows: Six hundred thousand for hemp and other materials, and a million for repairs, etc., with the proviso that not more than one thousand dollars shall be expended at any Navy-yard unless the necessity of such repairs be demonstrated by a report of a Board consisting of not less than three naval officers. He referred to the fact that both branches of the Select Committee admit gross frauds which ought to be abolished, and such was the object of his amendment.

Mr. SHERMAN read from both reports of the Select Committee in proof that there were frauds in the purchase of coal.

Mr. BOCOCK replying, said that Mr. SHERMAN had given the testimony a construction which was not just and fair.

Mr. SHERMAN'S amendment was adopted.

Mr. COLFAX, of Indiana, offered one that the expenses of the suits against Commodore PAULDING, growing out of his seizure of WALKER and his followers, shall be paid out of the amount appropriated for contingent expenses of the Navy.

The Chairman's decision, ruling it out of order, was sustained by ten majority.

Several other amendments were discussed for three hours.

When the time for voting came, the House found itself without a quorum, whereupon the roll was called to note the absentees.

At six o'clock an informal motion was made to adjourn.

The House was then called to secure a quorum.

Mr. LETCHER, of Virginia, moved to adjourn. He saw no necessity, after such excuses had been made, to stay here longer.

The House then refused to suspend further proceedings, and also refused to adjourn.

On motion of Mr. SICKLES the Sergeant-at-Arms was directed to go and search for the absentees and bring them in.

Mr. MASON of Alabama, made an inaudible motion to adjourn. He thought these proceedings nothing but a farce, and that the members present were punishing themselves only by staying here.

The Sergeant-at-Arms brought in, from time to time, absentees, who were required to furnish satisfactory excuses or pay the fine.

Frequent ineffectual motions were made to adjourn. The members are generally in good humor.

At 3¼ o'clock, wearied with the unprofitable proceedings, the House adjourned by two majority.

## ARRIVAL OF THE PRINCE ALBERT.

### Reception of Wm. Smith O'Brien.

### Welcome Address by Judge R. O'Connor

### MR. O'BRIEN'S REPLY.

### SCENES AT THE BARGE-OFFICE, &C.

The steamer *Prince Albert*, Captain NICHOLSON, from Galway on the 9th inst., and St. Johns N. F., on the 19th, arrived at this port yesterday morning, shortly after 10 o'clock. Among her passengers was Mr. WM. SMITH O'BRIEN, whose coming had already been announced by telegraph from St. Johns. Arrangements having been made to extend a welcome to Mr. O'BRIEN when he should arrive, the Committee on whom that duty devolved had been in waiting during the whole of Thursday, and late into the night, so that her arrival at an early hour in the morning found them sufficiently wearied with watching. By the time the steamer had reached Staten Island, however, the news of her arrival had been pretty generally circulated, and multitudes gathered upon the Battery, in anticipation of witnessing the ceremonies of welcome—many, no doubt, being anxious to obtain a sight of the distinguished visitor.

By the time the steamer had arrived opposite Castle Garden, a detachment of Company F, 4th Regiment, N. Y. S. M., were assembled upon the Battery, for the purpose of paying the honors of a salute. Twenty-one guns were fired as the steamer dropped her anchor, and afterwards a hundred guns were fired while Mr. O'BRIEN was proceeding from the steamer to Whitehall. The salute was responded to by the *Prince Albert*.

While waiting the arrival of the Committee of Reception, Mr. T. F. MEAGHER and several gentlemen of the Press were invited to go on board the steamer in the Custom-house barge. Mr. MEAGHER was the first to recognize his friend on the quarter-deck of the steamer. The meeting, as might have been expected, was a most cordial one.

Mr. O'BRIEN appeared in excellent health, and but little the worse for the very tempestuous passage which has just closed. He is about 50 years of age, of medium height, and of a compactly-built person. His face, which indicates great composure and self-reliance, wears an intelligent and pleasant smile, and in his manners he is wholly free from affectation. He speaks with some hesitation, but his language is well chosen, and makes a pleasing impression upon the hearer.

Among the gentlemen who first arrived on board to proffer their respects to Mr. O'BRIEN, were Capt. MCMAHON, (commanding Artillery Company F, 4th Regiment New-York State Militia,) THOMAS BYRNES, JAMES ROURKE, R. J. LALOR, and a numerous deputation of the Young Men's Democratic Union Club, including Mr. JOHN E. WHITE, Chairman of the special Committee appointed to wait on Mr. O'BRIEN, Mr. WM. J. FARAN, the Secretary of the Club, and Mr. T. J. BROWN. Subsequently the *Prince Albert* was visited by a steam-tender, having on board a Committee of gentlemen, the list of whose names includes RICHARD O'GORMAN, Wilson G. Hunt, Judge R. O'CONNOR, Mr. Wm. E. Robinson, Mr. J. W. Cole, Mr. Cavanagh, Mr. McKenna, Mr. Malcolm Campbell, Capt. Wm. F. Lyons, Mr. P. M. Haverty, and numerous others. The visitors were introduced by Mr. MEAGHER, and received by Mr. O'BRIEN with marked suavity of manner and extreme cordiality of expression. Judge O'CONNOR, on the part of the Committee of private citizens, addressed Mr. O'BRIEN in a few words of welcome. He said:

JUDGE O'CONNOR'S WELCOME.

Mr. WM. SMITH O'BRIEN, *Sir*: The pleasing duty has been assigned us, on behalf of your many friends in New-York, to welcome you, and to express in this informal manner the great pleasure they feel at your arrival in America. We are aware that public manifestations of regard may be unexpected by you, but, without interfering with the object of your visit to the United States, we cannot refrain from tendering to you our sincere and respectful homage. We have watched your unflinching adherence to principle, your patient endurance of sufferings, your chivalrous efforts substantially to improve and ennoble the political and social condition of your native land. While you were an exile our heartfelt wishes and sympathy were with you. You are now free—free to receive the pure air of Heaven—free to receive the congratulations of the free men of America. The adverse storm of your political life is over; and as your voyage across the Atlantic has a pleasant termination in the safe moorings of our New-York Bay, so may your useful days henceforth find their reward in the tranquility of a happy home and country. With a sincere admiration for the qualities which have dignified your character and rendered your name illustrious, we warmly and sincerely welcome you, and respectfully request that you will name such early day as may be agreeable to you for the purpose of receiving the congratulations of your friends and the expression of regard and joy your visit to the United States naturally and unanimously inspires. [Loud applause.]

MR. O'BRIEN'S RESPONSE.

Mr. O'BRIEN said:

*Mr. O'CONNOR AND GENTLEMEN*: You are quite right in supposing that I have not come to the United States with a view to call forth any demonstration or parade that should be at all personal to myself. At the same time, I will not pretend to be indifferent to the kindly feelings of my fellow-countrymen, and it will assuredly be pleasing to me to meet on friendly and familiar terms, and in this informal manner, all those who desire to make acquaintance with me. But I wish it distinctly understood that I have not come here with any political object, further than concerns my own instruction and information. A large part of my life has been devoted to political affairs, and I have naturally felt a great anxiety to study the institutions of this country—the only country in which they can be seen with advantage, or judged with impartiality. I have learned so much to distrust the reports of travelers that I greatly prefer to form my own opinions rather than to adopt those of others, and the more especially in regard to the United States, inasmuch as the observations of travelers here have generally been written with the gall of prejudice. [Applause.] I come here, therefore, for the purpose of investigating those social problems which are connected with the institutions of this country, the only one, I may say, in modern times which possesses, upon a large scale, a Republican rather than a Monarchical form of Government. I confess, too, that I have been very anxious to know how far those millions of my countrymen who have been compelled by adverse circumstances which I need not now recapitulate—for, alas! they are too well known to all of you—to make the United States their home, have succeeded in their efforts here to improve their fortunes. It is probable that I shall have an opportunity of seeing, not only in the great cities of America, but in the remote West, many thousands of my fellow-countrymen, and it would be very satisfactory to me to be able to assure my fellow-countrymen, on my return to Ireland, that I have seen their kindred, whether by race or birth, in America pursuing a flourishing and prosperous career, and that I have found them preserving an undying attachment to the land of their fathers. [Loud applause.] In the presence of my friend Mr. MEAGHER, it is unnecessary for me to remind you that there is another object for which I came to this country, and that is, to see friends who have long been separated from me by adverse fate. It is with great pain that I feel, on shaking his hand again, after a separation for several years, that he is not in the position which I now occupy—in perfect freedom to revisit his native land, to again look on the scenes to which he is so deeply attached, to again greet those friends who admire his genius, and again to receive those assurances of affection which he never failed to evoke from all who knew him. [Applause.] Frankly, gentlemen, and distinctly I will say to you that I consider the prohibition which still excludes him from his native country, after a lapse of ten years, and after so many other matters have been consigned to oblivion, is unworthy of the British Government. [Applause.] Nor will I affect to say that I am indifferent to the manifestation of feeling that was exhibited here in reference to myself when I was similarly circumstanced. At a time when I was suffering the privation of almost everything that can make life delightful, at a time when I was confined in a narrow circle, beyond the limits of which I could not trangress, save at the risk of being consigned to a prison—at that time the people of the United States, including not the Irish population alone, but a very large portion of the native-born citizens of this country, came forward in the great cities of the Union, first in Baltimore, and from Baltimore to Boston, uniting on the Presidential question with the British Government in my behalf. Now, had I forgotten the enthusiastic feeling which was manifested here on the occasion of my being permitted to return to Europe, I cannot forget that at the great meeting which was held here in the Tabernacle—a meeting which had the countenance and the attendance, I believe, of every man of any note in New-York—a congratulatory address was presented to me in terms in which it was expressed as to the circumstances attending its adoption, has seldom been paralleled in any period of the world, especially when we consider the substance and position of the City in which we now stand. Without arrogating to myself any claim to public respect, I might be forgiven if I entertain some vanity when I recollect such marks of friendship. I am here, therefore, in person, to acknowledge the sympathies then expressed; and, though I earnestly desire to avoid, as much as possible, everything in the nature of parade, yet you are at liberty to say to your friends that I accept with gratitude these demonstrations of kindly feelings which your presence here to-day betokens. In regard to the future, it is perhaps right for me to state to you now concisely and candidly what are my intentions. I am very anxious to be present at the meetings of Congress before it breaks up, and I understand that its duration for the present session will terminate next week. I propose, therefore, to leave New-York either on Sunday afternoon or Monday morning, and then to repair to Washington without delay, so that I may have the satisfaction of glancing at the proceedings of your Republican Legislature. From Washington I propose to go Southward, probably to Charleston, from whence I have not decided positively in what direction I shall proceed, but I trust to be able to pass up the Mississippi to St. Louis, then northward to Chicago, Detroit, Toronto, Montreal and Quebec, and back by Boston to New-York. If no impediment shall prevent the accomplishment of this tour, I shall arrive again in New-York in May, so that I hope to see them, under more favorable circumstances, all the country and objects of interest in your neighborhood. I shall then, also, I hope, have an opportunity of meeting my countrymen freely, and shall comply with the wish contained in the address you have just presented, as far as may be consistent with my desire to make this a private visit, unconnected with all public matters. [Applause.] I had almost forgotten to say that among those motives which induced me to come to America, a desire to visit those objects presented by nature, which are worthy of observation and calculated to excite interest, has not been the least. And no one can enter this beautiful port without feeling that if American presents many such scenes to the tourist as that which I have seen to-day, they would amply reward a visit. [Applause.] It is unnecessary for me to detain you longer, further than to repeat my thanks for your kindness and my wishes for your happiness. [Loud cheers, frequently renewed.]

Judge O'CONNOR briefly expressed the gratification with which Mr. O'BRIEN'S remarks had been received.

Mr. MEAGHER, in response to loud calls, uttered a few appropriate words of acknowledgment, reiterated his veneration and esteem for Mr. O'BRIEN, and declined to interrupt the effect which his friend's remarks had produced.

These ceremonies being over, Mr. O'BRIEN and his friends went on board the small tender, and were hailed by the booming of cannon and the music of a band stationed on the Battery, as the steamer slowly through the mist up to the Government Barge Office, where a large crowd had gathered in anticipation of his arrival. These, as soon as the vessel came within hailing distance, burst out in a volley of cheers, which was caught up by the masses who stood on the adjacent piers, and vociferously reëchoed. The moment the vessel touched the wharf there was an immediate rush of the spectators to the gangway, the object being, of course, to obtain the first view of, and to exchange the first salute with the expected stranger. The successful competitors for this honor were, we believe, Commodore BUSKIRK and JAMES O'NEILL, one the Superintendent of the barge office, the other a Government inspector. As soon as Mr. O'BRIEN had fairly set foot on *terra firma*, he was carried by the impetus of the throng right into the barge office, where a party of federal officers were in waiting. Capt. WILEY, the Assistant Surveyor of the port, tendered to him a neat *impromptu* welcome, expressing his personal pleasure at the opportunity of greeting a gentleman so eminent for his virtues, his sufferings his talents, and his devotion to the cause of freedom in his native land. Mr. O'BRIEN appropriately responded, and then there was a renewed rush of candidates for introduction. The throng became at last so impassable and unwieldy that Capt. WILEY led Mr. O'BRIEN, Mr. MEAGHER and the members of the Committee conducted to a larger apartment, which was thronged instantaneously. Another series of introductions resulted in partially allaying the enthusiasm of the crowd, and Mr. O'BRIEN eventually found an opening through which to escape to the pier, where the soldiers were drawn up in line to receive him. As the military presented arms, Capt. MCMAHON said, "Gentlemen of the 4th Artillery, I have the great pleasure of introducing to you the venerable patriot and steadfast friend of Ireland, WILLIAM SMITH O'BRIEN." As Mr. O'BRIEN stood uncovered the band performed the air of the "Exile of Erin."

MR. O'BRIEN'S SPEECH TO THE MILITARY.

Mr. O'BRIEN then said: "I should be guilty of intrusion should I take every opportunity of addressing the friends who may greet me. At the same time I cannot allow this occasion to pass without acknowledging the kindness which you citizens have here shown to me. An address has already been presented to me, to which I have endeavored to reply, though not at all, I feel, in terms sufficiently ample. I cannot look upon so fine a body of my countrymen without remembering the saying of a British monarch at the battle of Fontenoy—"How much cause have I to curse the laws which have made such men my enemies." [Applause.] I cannot but deplore the policy which has caused so many to become aliens to their native land—although I know that Irishmen will never forget the land of their birth. [Applause.] I cannot but feel that that is a policy which the British Government will one day greatly deplore." [Great applause.]

He was then escorted to his carriage. On passing through the gate, the throng was so dense and the rush so great to see him, it was with the greatest difficulty he could make his way through them.

## GENERAL MARKETS.

NEW-YORK, Friday, P.M., 1850—6 P.M.

The reported sales of the principal kinds of foodstuffs, since our last issue, have been: 3 bbls. Apples, 2,225 bbls. Flour, 1,875 bbls. Corn Meal, 84 barrels Wheat, 1,240 bushels Oats, 1,264 bushels Rye, 281 pkgs. Provisions, and 189 bbls. Whiskey.

ASHES—Receipts of pearls for the week were 17,300 barrels, including 17,300 barrels at 4.15 @ 4.20 for 1st sort; 200 barrels Mixed Western at 4.15 @ 4.20 for 2d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 1st sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 2d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 3d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 4th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 5th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 6th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 7th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 8th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 9th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 10th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 11th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 12th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 13th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 14th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 15th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 16th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 17th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 18th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 19th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 20th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 21st sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 22d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 23d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 24th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 25th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 26th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 27th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 28th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 29th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 30th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 31st sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 32d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 33d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 34th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 35th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 36th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 37th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 38th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 39th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 40th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 41st sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 42d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 43d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 44th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 45th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 46th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 47th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 48th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 49th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 50th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 51st sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 52d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 53d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 54th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 55th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 56th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 57th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 58th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 59th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 60th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 61st sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 62d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 63d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 64th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 65th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 66th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 67th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 68th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 69th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 70th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 71st sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 72d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 73d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 74th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 75th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 76th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 77th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 78th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 79th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 80th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 81st sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 82d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 83d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 84th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 85th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 86th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 87th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 88th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 89th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 90th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 91st sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 92d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 93d sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 94th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 95th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 96th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 97th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 98th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 99th sort; 100 barrels Mixed Pearl Western at 4.15 @ 4.20 for 100th sort.

GRAIN—Wheat is in request for export, and prices have advanced materially during the week. Corn is more depressed and prices have declined. Oats are steady. Rye is dull and nominal. Barley is in moderate demand at former prices.

FOREIGN LIQUORS—Cognac is moderately active and steady. Gin is quiet. Whiskey has been unusually active at about previous figures. Wine is in request for export.

HIDES—The market has been unusually active during the week. The receipts continue light.

HAY—Sales of Timothy at 75c.@90c. @ 100 lbs. Clover nominally at 75c.@80c. @ bushel.

HEMP—Sales of Manila have been reported, at about previous figures.

HOPS—Sales of 1897 crop have been reported, at 20c.@34c. for choice North River; 26c.@27c. for State; and 31c.@32c. for Pacific Coast. Old hops are nominal at 8c.@10c.

IRON—Pig is quiet and steady. Scotch is quoted at $16.50 for Mixed Nos. 1 and 2 foundry. Domestic is in moderate demand and prices are steady. Quotations are: Standard Gray Foundry, No. 1, $16.50@$17.00; No. 2, $16.00@$16.50; Standard Gray Foundry, No. 1, $16.00@$16.50; No. 2, $15.50@$16.00; Standard Gray Foundry, No. 1, $15.50@$16.00; No. 2, $15.00@$15.50; Standard Gray Foundry, No. 1, $15.00@$15.50; No. 2, $14.50@$15.00; Standard Gray Foundry, No. 1, $14.50@$15.00; No. 2, $14.00@$14.50; Standard Gray Foundry, No. 1, $14.00@$14.50; No. 2, $13.50@$14.00; Standard Gray Foundry, No. 1, $13.50@$14.00; No. 2, $13.00@$13.50; Standard Gray Foundry, No. 1, $13.00@$13.50; No. 2, $12.50@$13.00; Standard Gray Foundry, No. 1, $12.50@$13.00; No. 2, $12.00@$12.50; Standard Gray Foundry, No. 1, $12.00@$12.50; No. 2, $11.50@$12.00; Standard Gray Foundry, No. 1, $11.50@$12.00; No. 2, $11.00@$11.50; Standard Gray Foundry, No. 1, $11.00@$11.50; No. 2, $10.50@$11.00; Standard Gray Foundry, No. 1, $10.50@$11.00; No. 2, $10.00@$10.50; Standard Gray Foundry, No. 1, $10.00@$10.50; No. 2, $9.50@$10.00; Standard Gray Foundry, No. 1, $9.50@$10.00; No. 2, $9.00@$9.50; Standard Gray Foundry, No. 1, $9.00@$9.50; No. 2, $8.50@$9.00; Standard Gray Foundry, No. 1, $8.50@$9.00; No. 2, $8.00@$8.50; Standard Gray Foundry, No. 1, $8.00@$8.50; No. 2, $7.50@$8.00; Standard Gray Foundry, No. 1, $7.50@$8.00; No. 2, $7.00@$7.50; Standard Gray Foundry, No. 1, $7.00@$7.50; No. 2, $6.50@$7.00; Standard Gray Foundry, No. 1, $6.50@$7.00; No. 2, $6.00@$6.50; Standard Gray Foundry, No. 1, $6.00@$6.50; No. 2, $5.50@$6.00; Standard Gray Foundry, No. 1, $5.50@$6.00; No. 2, $5.00@$5.50; Standard Gray Foundry, No. 1, $5.00@$5.50; No. 2, $4.50@$5.00; Standard Gray Foundry, No. 1, $4.50@$5.00; No. 2, $4.00@$4.50; Standard Gray Foundry, No. 1, $4.00@$4.50; No. 2, $3.50@$4.00; Standard Gray Foundry, No. 1, $3.50@$4.00; No. 2, $3.00@$3.50; Standard Gray Foundry, No. 1, $3.00@$3.50; No. 2, $2.50@$3.00; Standard Gray Foundry, No. 1, $2.50@$3.00; No. 2, $2.00@$2.50; Standard Gray Foundry, No. 1, $2.00@$2.50; No. 2, $1.50@$2.00; Standard Gray Foundry, No. 1, $1.50@$2.00; No. 2, $1.00@$1.50; Standard Gray Foundry, No. 1, $1.00@$1.50; No. 2, $0.50@$1.00; Standard Gray Foundry, No. 1, $0.50@$1.00; No. 2, $0.00@$0.50; Standard Gray Foundry, No. 1, $0.00@$0.50; No. 2, $0.00@$0.00; Standard Gray Foundry, No. 1, $0.00@$0.00

## MISCELLANEOUS.

**A NEW SENSATION!**
**A NEW FLAVOUR!!**
**CARNELIA WATER.**
The most

**HEMLOCK, DELICORYCIL, LAXIVINE**
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**HEALTH & LIFE**
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**SEA WEED TONIC**
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Prepared only by
**J. H. SCHENCK & SON,**
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**STEAM ENGINES FOR SALE**—VERY LOW to close a consignment—10 H. P. each; 2 of 6 H. P.; 1 of 4 H. P.; 1 of 3 H. P.; 1 of 2 H. P.; 1 of 1½ H. P. Also, 1 second-hand Engine of 20-horse power; with gas-boiler. Also, 1 second-hand Engine of 10-horse power; with steam-boiler. Also, 1 second-hand Engine of 8-horse power; with steam-boiler. Also, 1 second-hand Engine of 6-horse power; with steam-boiler. Also, 1 second-hand Engine of 4-horse power; with steam-boiler. Also, 1 second-hand Engine of 3-horse power; with steam-boiler. Also, 1 second-hand Engine of 2-horse power; with steam-boiler. Also, 1 second-hand Engine of 1-horse power; with steam-boiler. Also, 1 second-hand Engine of ½-horse power; with steam-boiler. Also, 1 second-hand Engine of ¼-horse power; with steam-boiler. Also, 1 second-hand Engine of ⅛-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/16-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/32-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/64-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/128-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/256-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/512-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1024-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2048-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/4096-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/8192-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/16384-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/32768-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/65536-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/131072-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/262144-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/524288-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1048576-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2097152-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/4194304-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/8388608-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/16777216-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/33554432-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/67108864-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/134217728-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/268435456-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/536870912-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1073741824-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2147483648-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/4294967296-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/8589934592-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/17179869184-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/34359738368-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/68719476736-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/137438953472-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/274877906944-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/549755813888-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1099511627776-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2199023255552-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/4398046511104-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/8796093022208-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/17592186044416-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/35184372088832-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/70368744177664-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/140737488355328-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/281474976710656-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/562949953421312-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1125899906842624-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2251799813685248-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/4503599627370496-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/9007199254740992-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/18014398509481984-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/36028797018963968-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/72057594037927936-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/144115188075855872-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/288230376151711744-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/576460752303423488-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1152921504606846976-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2305843009213693952-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/4611686018427387904-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/9223372036854775808-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/18446744073709551616-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/36893488147419103232-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/73786976294838206464-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/147573952589676412928-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/295147905179352825856-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/590295810358705651712-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1180591620717411303424-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2361183241434822606848-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/4722366482869645213696-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/9444732965739290427392-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/18889465931478580854784-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/37778931862957161709568-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/75557863725914323419136-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/151115727451828646838272-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/302231454903657293676544-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/604462909807314587353088-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1208925819614629174706176-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2417851639229258349412352-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/4835703278458516698824704-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/9671406556917033397649408-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/19342813113834066795298816-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/38685626227668133590597632-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/77371252455336267181195264-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/154742504910672534362390528-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/309485009821345068724781056-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/618970019642690137449562112-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1237940039285380274899124224-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2475880078570760549798248448-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/4951760157141521099596496896-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/9903520314283042199192993792-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/19807040628566084398385987584-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/39614081257132168796771975168-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/79228162514264337593543950336-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/158456325028528675187087900672-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/316912650057057350374175801344-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/633825300114114700748351602688-horse power; with steam-boiler. 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Also, 1 second-hand Engine of 1/1298074214633706907132624082305024-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2596148429267413814265248164610048-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/5192296858534827628530496329220096-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/10384593717069655257060992658440192-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/20769187434139310514121985316880384-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/41538374868278621028243970633760768-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/83076749736557242056487941267521536-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/166153499473114484112975882535043072-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/332306998946228968225951765070086144-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/664613997892457936451903530140172288-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1329227995784915872903807060280344576-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2658455991569831745807614120560689152-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/5316911983139663491615228241121378304-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/10633823966279326983230456482242756608-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/21267647932558653966460912964485513216-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/42535295865117307932921825928971026432-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/85070591730234615865843651857942052864-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/170141183460469231731687303715884105728-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/340282366920938463463374607431768211456-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/680564733841876926926749214863536422912-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1361129467683753853853498429727072845824-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2722258935367507707706996859454145691648-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/5444517870735015415413993718908291383296-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/10889035741470030830827987437816582766592-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/21778071482940061661655974875633165533184-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/43556142965880123323311949751266331066368-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/87112285931760246646623899502532662132736-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/174224571863520493293247799005065324265472-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/348449143727040986586495598010130648530944-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/696898287454081973172991196020261297061888-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1393796574908163946345982392040522594123776-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2787593149816327892691964784081045188247552-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/5575186299632655785383929568162090376495104-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/11150372599265311570767859136324180752990208-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/22300745198530623141535718272648361505980416-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/44601490397061246283071436545296723011960832-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/89202980794122492566142873090593446023921664-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/178405961588244985132285746181186892047843328-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/356811923176489970264571492362373784095686656-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/713623846352979940529142984724747568191373312-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1427247692705959881058285969449495136382746624-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2854495385411919762116571938898990272765493248-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/5708990770823839524233143877797980545530986496-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/11417981541647679048466287755595961091061972992-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/22835963083295358096932575511191922182123945984-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/45671926166590716193865151022383844364247891968-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/91343852333181432387730302044767688728495783936-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/182687704666362864775460604089535377456991567872-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/365375409332725729550921208179070754913983135744-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/730750818665451459101842416358141509827966271488-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1461501637330902918203684832716283019655932542976-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2923003274661805836407369665432566039311865085952-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/5846006549323611672814739330865132078623730171904-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/11692013098647223345629478661730264157247460343808-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/23384026197294446691258957323460528314494920687616-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/46768052394588893382517914646921056628989841375232-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/93536104789177786765035829293842113257979682750464-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/187072209578355573530071658587684226515959365500928-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/374144419156711147060143317175368453031918731001856-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/748288838313422294120286634350736906063837462003712-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1496577676626844588240573268701473812127674924007424-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2993155353253689176481146537402947624255349848014848-horse power; with steam-boiler. 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Also, 1 second-hand Engine of 1/1532495540865888858358347027150309183618739122183602176-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/3064991081731777716716694054300618367237478244367204352-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/6129982163463555433433388108601236734474956488734408704-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/12259964326927110866866776217202473468949912977468817408-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/24519928653854221733733552434404946937899825954937634816-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/49039857307708443467467104868809893875799651909875269632-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/98079714615416886934934209737619787751599303819750539264-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/196159429230833773869868419475239575503198607639501078528-horse power; with steam-boiler. 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Also, 1 second-hand Engine of 1/26959946667150639794667015087019630673637144422540572481103610249216-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/53919893334301279589334030174039261347274288845081144962207220498432-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/107839786668602559178668060348078522694548577690162289924414440996864-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/215679573337205118357336120696157045389097155380324579848828881993728-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/431359146674410236714672241392314090778194310760649159697657763987456-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/862718293348820473429344482784628181556388621521298319395315527974912-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1725436586697640946858688965569256363112777243042596638790631055949824-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/3450873173395281893717377931138512726225554486085193277581262111899648-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/6901746346790563787434755862277025452451108972170386555162524223799296-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/13803492693581127574869511724554050904902217944340773110325048447598592-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/27606985387162255149739023449108101809804435888681546220650096895197184-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/55213970774324510299478046898216203619608871777363092441300193790394368-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/110427941548649020598956093796432407239217743554726184882600387580788736-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/220855883097298041197912187592864814478435487109452369765200775161577472-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/441711766194596082395824375185729628956870974218904739530401550323154944-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/883423532389192164791648750371459257913741948437809479060803100646309888-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1766847064778384329583297500742918515827483896875618958121606201292619776-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/3533694129556768659166595001485837031654967793751237916243212402585239552-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/7067388259113537318333190002971674063309935587502475832486424805170479104-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/14134776518227074636666380005943348126619871175004951664972849610340958208-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/28269553036454149273332760011886696253239742350009903329945699220681916416-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/56539106072908298546665520023773392506479484700019806659891398441363832832-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/113078212145816597093331040047546785012958969400039613319782796882727665664-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/226156424291633194186662080095093570025917938800079226639565593765455331328-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/452312848583266388373324160190187140051835877600158453279131187530910662656-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/904625697166532776746648320380374280103671755200316906558262375061821325312-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1809251394333065553493296640760748560207343510400633813116524750123642650624-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/3618502788666131106986593281521497120414687020801267626233049500247285301248-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/7237005577332262213973186563042994240829374041602535252466099000494570602496-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/14474011154664524427946373126085988481658748083205070504932198000989141204992-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/28948022309329048855892746252171976963317496166410141009864396001978282409984-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/57896044618658097711785492504343953926634992332820282019728792003956564819968-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/115792089237316195423570985008687907853269984665640564039457584007913129639936-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/231584178474632390847141970017375815706539969331281128078915168015826259279872-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/463168356949264781694283940034751631413079938662562256157830336031652518559744-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/926336713898529563388567880069503262826159877325124512315660672063305037119488-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1852673427797059126777135760139006525652319754650249024631321344126610074238976-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/3705346855594118253554271520278013051304639509300498049262642688253220148477952-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/7410693711188236507108543040556026102609279018600996098525285376506440296955904-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/14821387422376473014217086081112052205218558037201992197050570753012880593911808-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/29642774844752946028434172162224104410437116074403984394101141506025761187823616-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/59285549689505892056868344324448208820874232148807968788202283012051522375647232-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/118571099379011784113736688648896417641748464297615937576404566024103044751294464-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/237142198758023568227473377297792835283496928595231875152809132048206089502588928-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/474284397516047136454946754595585670566993857190463750305618264096412179005177856-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/948568795032094272909893509191171341133987714380927500611236528192824358010355712-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1897137590064188545819787018382342682267975428761855001222473056385648716020711424-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/3794275180128377091639574036764685364535950857523710002444946112771297432041422848-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/7588550360256754183279148073529370729071901715047420004889892225542594864082845696-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/15177100720513508366558296147058741458143803430094840009779784451085189728165691392-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/30354201441027016733116592294117482916287606860189680019559568902170379456331382784-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/60708402882054033466233184588234965832575213720379360039119137804340758912662765568-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/121416805764108066932466369176469931665150427440758720078238275608681517825325531136-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/242833611528216133864932738352939863330300854881517440156476551217363035650651062272-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/485667223056432267729865476705879726660601709763034880312953102434726071301302124544-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/971334446112864535459730953411759453321203419526069760625906204869452142602604249088-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1942668892225729070919461906823518906642406839052139521251812409738904285205208498176-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/3885337784451458141838923813647037813284813678104279042503624819477808570410416996352-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/7770675568902916283677847627294075626569627356208558085007249638955617140820833992704-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/15541351137805832567355695254588151253139254712417116170014499277911234281641667985408-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/31082702275611665134711390509176302506278509424834232340028998555822468563283335970816-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/62165404551223330269422781018352605012557018849668464680057997111644937126566671941632-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/124330809102446660538845562036705210025114037699336929360115994223289874253133343883264-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/248661618204893321077691124073410420050228075398673858720231988446579748506266687766528-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/497323236409786642155382248146820840100456150797347717440463976893159497012533375533056-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/994646472819573284310764496293641680200912301594695434880927953786318994025066751066112-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1989292945639146568621528992587283360401824603189390869761855907572637988050133502132224-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/3978585891278293137243057985174566720803649206378781739523711815145275976100267004264448-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/7957171782556586274486115970349133441607298412757563479047423630290551952200534008528896-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/15914343565113172548972231940698266883214596825515126958094847260581103904401068017057792-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/31828687130226345097944463881396533766429193651030253916189694521162207808802136034115584-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/63657374260452690195888927762793067532858387302060507832379389042324415617604272068231168-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/127314748520905380391777855525586135065716774604121015664758778084648831235208544136462336-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/254629497041810760783555711051172270131433549208242031329517556169297662470417088272924672-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/509258994083621521567111422102344540262867098416484062659035112338595324940834176545849344-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1018517988167243043134222844204689080525734196832968125318070224677190649881668353091698688-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2037035976334486086268445688409378161051468393665936250636140449354381299763336706183397376-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/4074071952668972172536891376818756322102936787331872501272280898708762599526673412366794752-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/8148143905337944345073782753637512644205873574663745002544561797417525199053346824733589504-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/16296287810675888690147565507275025288411747149327490005089123594835050398106693649467179008-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/32592575621351777380295131014550050576823494298654980010178247189670100796213387298934358016-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/65185151242703554760590262029100101153646988597309960020356494379340201592426774597868716032-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/130370302485407109521180524058200202307293977194619920040712988758680403184853549195737432064-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/260740604970814219042361048116400404614587954389239840081425977517360806369707098391474864128-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/521481209941628438084722096232800809229175908778479680162851955034721612739414196782949728256-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/1042962419883256876169444192465601618458351817556959360325703910069443225478828393565899456512-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/2085924839766513752338888384931203236916703635113918720651407820138886450957656787131798913024-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/4171849679533027504677776769862406473833407270227837441302815640277772901915313574263597826048-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/8343699359066055009355553539724812947666814540455674882605631280555545803830627148527195652096-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/16687398718132110018711107079449625895333629080911349765211262561111091607661254297054391304192-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/33374797436264220037422214158899251790667258161822699530422525122222183215322508594108782608384-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/66749594872528440074844428317798503581334516323645399060845050244444366430645017188217565216768-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/133499189745056880149688856635597007162669032647290798121690100488888732861290034376435130433536-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/266998379490113760299377713271194014325338065294581596243380200977777465722580068752870260867072-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/533996758980227520598755426542388028650676130589163192486760401955554931445160137505740521734144-horse power; with steam-boiler. 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Also, 1 second-hand Engine of 1/68351585149469122636640694597425667667286544715412888638305331450311031224980497600734786781970432-horse power; with steam-boiler. Also, 1 second-hand Engine of 1/136703170298938245273281389194851335334573089430825777276610662900622062449960995201469573563940864-horse power; with steam-boiler. Also,

# The New-York Times.

NEW-YORK, SATURDAY, FEB. 26, 1859.

THE NEW-YORK TIMES.

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### Amusements this Evening.

LAURA KEENE'S THEATRE—OUR AMERICAN COUSIN—LOUIS XIII AND RICHELIEU.

WALLACK'S THEATRE—THE VETERAN, OR FRIENDS AND ALLIANCE.

NIBLO'S GARDEN—NIXON & CO.'S GRAND EQUESTRIAN COMPY.

PURDY'S NATIONAL THEATRE—O'NEAL THE GREAT—MORNING, EARL—LOVE THE LODGER—AUNT CHARLOTTE'S MAID.

BOWERY THEATRE—GIO—THE INCENDIARY—WARNER THE MINSTREL.

BROADWAY THEATRE—GRAND BURLESQUE—HOW DO?

BARNUM'S AMERICAN MUSEUM—MADAME ELVIRA—ETHIOPIAN MINSTRELS, &c., &c.

WOOD'S BUILDINGS—SABLE NIGHT MINSTRELSY.

BROADWAY, NEAR BLEECKER-STREET—HARVARD'S DESTRUCTION OF JERUSALEM.

HOPE CHAPEL—HISTORICAL PAINTINGS OF THE REVOLUTION AND LECTURE.

### Mails Close at the Post-Office.

North—Albany, Buffalo and Canadas.....8 P.M.
North and West Way Mail.....6½ A.M.
Western Mail via Erie Railroad...6½ A.M. and 2 P.M.
South and Southwestern Mail.....6½ A.M. and 6½ P.M.
Mail for Boston, by Railroad.....6½ A.M. and 12½ P.M.
Mail for Boston, by Steamboat.....3 P.M.

The Overland Mail for California leaves St. Louis every Monday and Thursday, at 6 A.M. Letters designed for it should be marked "Overland, via St. Louis."

The Overland Mail from St. Joseph, (Mo.,) to Placerville, and Salt Lake City, leaves St. Joseph every Saturday, at 8 A. M. Letters should be marked "Overland via St. Joseph."

### Steam Mail Steamships.

The European mails by the *Edinburgh*, hence for Liverpool to-day, Feb. 26, will close at the New-York Post-Office at 10½ o'clock.

## NEWS OF THE DAY.

Yesterday was an exciting day in Congress, and the proceedings were in the highest degree interesting. The Cuban bill was taken up in the Senate, after the passage of the Post-routes bill, and very fully discussed. Arrangements were agreed upon for an all-night session, it being understood that sixteen speeches were to be made on the subject on the Republican side alone. Mr. WILSON, of Massachusetts, offered an amendment in the nature of a substitute, which authorizes the President to open negotiations with Spain and the nations south of us on this continent, for the removal of unjust and illiberal restrictions on trade and commerce, and to defray the necessary expenses of such negotiations, appropriates $50,000. Up to the time of going to press with our first edition the debate still continued, though several ineffectual motions to adjourn had been made. In the House, Mr. HUGHES, of Indiana, made an ineffectual attempt to obtain a suspension of the rules to enable him to introduce a bill to repeal the Tariff of 1857, and revive that of 1846. The vote by which the Post-Office Appropriation bill was rejected was reconsidered. During the progress of the debate, Mr. PHILLIPS, of Missouri, Chairman of the Committee of Ways and Means, charged Mr. PHILLIPS, of Pennsylvania, one of the members of that Committee appointed as a special friend of the Administration, with having avowed his determination to vote against all the appropriation bills. The charge caused quite an interesting personal discussion, which was eventually checked by the Speaker. Finally, the vote by which the bill had been ordered to be engrossed was reconsidered by a large majority, and the subject was passed over. The Naval Appropriation bill was considered in Committee of the Whole. Mr. SHERMAN, of Ohio, made a motion to reduce one of the appropriations from $3,100,000 to $1,900,000, to be expended as designated in the amendment, and made an allusion to the fact that both branches of the Select Committee of which he was Chairman admit gross frauds in the Naval Department. A debate took place on the subject, at the close of which Mr. SHERMAN'S amendment was adopted. An attempt was made to provide for the expenses of the suit against Commodore PAULDING for his action in arresting WALKER and his men, but it failed. The bill finally came to a vote, but it was found that no quorum was present. A call of the House was ordered, the Sergeant-at-Arms was dispatched to bring in absentees, and after a long time spent in listening to excuses and voting down motions to adjourn, an adjournment was carried at 6½ o'clock.

The report of the Special Committee of the House appointed to investigate the charges against the Committee on Accounts, made their report yesterday, but it was immediately sent to the Printer, and its contents are not, therefore, officially known, though its general bearing is fully understood. The testimony is very strong, and while the Committee consider it unsafe to recommend the expulsion of the members implicated, not a single one of them ventures upon a verdict of exculpation. The House will be called upon to-day to decide upon the subject.

Nothing of importance was done by the Legislature yesterday. The TAX LEVY of this City was received and referred in the Assembly, and the Canal TAX bill was ordered to a third reading. The Cuban resolutions were debated at length in the Senate.

The Investigating Committee of the State Senate, appointed to inquire into the charges made by Mr. O. B. WHEELER, in reference to improper influences to induce the Sergeant-at-Arms to suppress subpœnas in the Albany Bridge case, and that a bribe had been offered to Mr. W. D. MURPHY to induce him to use his influence with Mr. WHEELER to suppress the investigation, yesterday succeeded for the first time in doing something. Several meetings of the Committee have been held previously, but it has been found impossible to obtain testimony bearing on the subject of investigation, on account of the unwillingness of parties to appear. The Sergeant-at-Arms yesterday testified that no person had used improper influences with him to induce the suppression of the subpœna, but Mr. MURPHY swore that he had been indirectly approached by CHAUNCEY BOUGHTON, of Saratoga, member of Assembly, with a bribe to use his influence for the suppression of the investigation, and that HIRAM EASTON, formerly doorkeeper, had offered him five hundred dollars for the same purpose. Mr. BOUGHTON subsequently appeared before the Committee and denied the statement of Mr. MURPHY. Mr. C. D. BRESHAM testified that he had authorized Mr. EASTON to offer money, but with no intention of paying it—his motive being to find out the movers in the matter, and to learn their motives.

The State Senate Committee on the Albany Bridge case, also met yesterday and examined two witnesses, one of whom, WM. RICHARDSON, Clerk of the Assembly, refused to answer a question as to whether he knew of any improper influences used to procure the passage of the amendment lessening the width of the draw, though he stated that he knew of nothing wrong relative to the passage of the law originally. His reason for not answering was, that the bill was not properly under the consideration of the Committee. Mr. BRESHAM was also examined, and knew of no improper influences used to procure the passage of the bill.

The steamer *Prince Albert*, Capt. NICHOLSON, of the Galway line, arrived at this port yesterday morning. She left Galway on the 5th inst. and arrived at St. Johns on the 17th, having experienced a very rough passage, and encountering large masses of field ice. The second day out a heavy sea knocked away the bulwarks of the starboard bow forward of the rigging, and doing considerable other damage. Among her passengers was WILLIAM SMITH O'BRIEN. He was tendered a welcome by Judge B. O'CONNER, who with Mr. MEAGHER and others of his friends went on board the steamer for that purpose as soon as she arrived off the Battery. Mr. O'BRIEN replied in a brief address, and on leaving the steamer was saluted by a discharge of cannon and by a band of music stationed on the Battery. Mr. O'BRIEN has taken lodgings at the St. Nicholas.

The brig *E. Drummond*, belonging to the Panama Railroad Company, arrived yesterday, from Aspinwall, bringing four days' later intelligence from the Isthmus. The news was not important. Among the passengers in the *E. Drummond* are Col. C. P. CHILDS and party, were was associated with the Nicaraguan Isthmus Transit as chief engineer. The frigates *Roanoke* and *Savannah* were at Aspinwall, their crews all well.

A large meeting of citizens opposed to Legislative grants of the right to construct railroads in this City to private associations, without compensation to the City therefor, announced to take place at the Cooper Institute last evening, was postponed into a meeting for the consideration of the inconvenience of railroads in the City, by a parcel of swindles. In whose interest they acted is not certain, though it may be guessed at. Certain it is that they expectorated their sore Gladstonian before the appointed time of meeting arrived, hissed down JOSEPH BLUNT, Esq., and listened to nothing that had anything to do with the original object of the meeting. They expressed their sentiments in a series of resolutions, and adjourned quietly at an early hour. Mayor TIEMANN, PETER COOPER and others, who signed the call, were present but spoke not.

Professors MITCHEL and DAVIS, the Rev. S. H. COX and the Hon. LUTHER BRADISH addressed a meeting last evening at the Academy of Music, urging the necessity of erecting an Observatory in Central Park. Nearly $6,000 were subscribed on the spot for the object.

After nearly three weeks of mild weather, Winter returned to us yesterday in all the vigor proper to the season. There was a slight fall of snow, accompanied by a chilling easterly wind.

An interesting commercial case will be found under our head of Law Reports. BLOSSOM & SON sold goods to WOODHULL, and delivered them on board the ship *Victoria*, on which WOODHULL had engaged freight. They afterwards presented the mate's receipts to the captain of the *Victoria* and claimed bills of lading, but were refused, as Mr. WOODHULL had been beforehand and obtained bills of lading and obtained advances of money on them. BLOSSOM & SONS then sue to get back their goods, and the jury found a verdict in their favor.

A large number of cases were disposed of yesterday in the Court of General Sessions, varying from burglary in the first degree to petit larceny, mostly on pleas of guilty. Sentences in the majority of instances were reserved till to-day, when the February term will terminate. The Recorder, although he has not cleared the City Prison of its inmates, has dispatched more business than usually falls to either of the Judges during any one term of this Court.

The Superior Court will hear no more new cases this term, as it adjourns over until Monday, when the remainder of the term will be devoted to the Parish Will case.

Yesterday,—influenced by the favorable market news by the *Canada*, Cotton was quite brisk, and a shade dearer. The sales reached 4,500 bales, including 2,000 bales in transit. Prices closed ⅛c. ¼d. ₱ lb. higher. Flour was in more active demand at advancing rates. Wheat and Corn were in fair request. Coffee was less sought after. New-Orleans Molasses was freely purchased. Sugars were held higher, and were, therefore, quiet. Rice was briskly inquired for, chiefly by speculators. Provisions were moderately active. Other branches of trade exhibited no very important changes.

### The Political Future.

The Pro-Slavery party some four years since entered upon the business of making a Slave State out of territory covered by the Missouri Compromise. The Albany *Evening Journal* thus justly and forcibly states the net result, so far, of this experiment:

"The effort to enslave Kansas has demoralized two Administrations. It has driven three Kansas Democratic Governors into the Republican Party. *It has given the seats of fifteen Democratic United States Senators to as many "Black Republicans."* It has spread the Republican banner, in triumph over nearly every Free State. And it will, if, like the Bourbons, the Democracy neither "learns" wisdom nor "forgets" folly, give a Republican President in 1860."

These are the results of the movement in a party point of view. How much the general interests of the country at large have suffered it would be difficult to estimate; the attempt, indeed, is not likely to be made, since such results "don't count." Partisanship swallows up statesmanship. If any movement hurts "our party" it hurts the country; if not, not.

But one would suppose the South would learn wisdom, or at least prudence, from such experience. Instead of that, they seem to be very much like those unfortunates whom "braying in a mortar" does not in the least improve. They undertook to establish Slavery in Kansas by denying the power of Congress to legislate on the subject, or have anything whatever to do with it. They asserted the exclusive right of *the People* to say whether Slavery should exist among them or not, and if so upon what conditions and under what guarantees of law. They carried their point. They secured a decision of the Supreme Court annulling the power of Congress to prohibit Slavery, and received the very general assent of the country to the fundamental principles of Popular Sovereignty.

Unfortunately it is one thing to set a ball in motion, and quite another to guide its rolling. Popular Sovereignty rolled over and crushed their own pet schemes, instead of those for whose destruction it was invented. It excluded Slavery from Kansas. And the war then waged so aroused the spirit of the country as to bring about the striking results recorded in the above extract from the Albany *Journal*. The contest of 1856 shook the political power of Slavery to its foundations. It menaced it, and the party which upholds it, with dire and disastrous overthrow; and nothing can save both from such a fate but extreme prudence and consummate wisdom in the conduct of their affairs. If the verdict of the people in the last election had been frankly accepted and made the guide of the Administration policy,—if Mr. BUCHANAN had possessed either the sagacity to understand the sentiment of the country or Democratic feeling enough to consult and respect it, he could have made permanent and beneficent the ascendancy of the party which placed him in power. The effect of his policy, however, has been steadily to disorganize the Democratic Party, and break down the only principles which gave it any degree of popular strength.

The debate in the Senate on Wednesday illustrates the lamentable lack of common sense which marks every movement of the Pro-Slavery party. Finding that the doctrine of Congressional non-intervention injures Slavery, they have abandoned it, and now assert the right and the duty of Congress to legislate *for the protection* of Slavery in the Territories. Senator DOUGLAS stated, what every man in the country must know to be true, when he told them that not a solitary State North of Mason and Dixon's line could be carried on such a basis. Nothing is needed to insure the election of Gov. SEWARD or of any other Republican candidate, but the full and complete commitment of the Democratic Party to such a platform as that.

We notice that some of our cotemporaries discuss this debate with exclusive reference to its bearing upon the political position of individuals. It is considered decisive of a determination, on the part of the Democratic leaders, to exclude Mr. DOUGLAS from the party and repudiate from their platform the principle which he holds. This is possibly true; it would be quite in keeping with the insane folly which has governed most of their action on this subject. Its only effect will be to precipitate the sectional contest towards which political affairs seem to be rapidly tending. If the Democratic Party chooses to take position for 1860 upon an exclusively Southern platform, such as that indicated by Senators DAVIS, MASON, and TOOMBS in this debate, it will simply be wiped out of existence. The only salvation for the South lies in a conservative *national* party,—which shall not ignore Northern rights nor Northern sentiment, but hold both in subordination to the Constitution and the preservation of the Union. If the Democratic Party chooses to hold such a position, it can carry the country upon it, as it has done hitherto. If it abandons it, for the sake of punishing DOUGLAS or any other man who has dared to think and act for himself in this matter, it will rush headlong upon ruin.

Movements at Washington, meantime, indicate a complete disruption of the Democratic organization. If the views of Southern Senators as expressed on Wednesday prevail, and are forced upon the Party, they will compel the formation of an independent Democratic party,—which will either carry the election or permit the Republicans to do so.

### Our Navy-Yard Corruptions.

We suppose there is not on the globe a more bellicose people than ourselves, one in the habit of regarding such a contingency as war with more complacency, or of holding it over the heads of other nations in terrorem more frequently. We are constantly on the verge of chastising somebody's insolence or repelling somebody's aggressions. History, so far as mere martial prowess is concerned, justifies our pretensions. In the three wars in which we have been engaged, we have honorably distinguished ourselves, and foreign nations give us credit for possessing large and efficient means either of attack or defence. Our Army to be sure is not large, but our volunteers swarm as the leaves of the forest, and in such a country as ours reader invasion impossible. Our Navy is not numerous, but so far as we have yet gone, no Navy in the world is so well built, or so well planned, so apt for any purpose of destruction. It is well known that the construction of our ships is in almost every case a triumph of skill and invention, and it is commonly supposed that our dock-yards, building-yards, arsenals, and in short all the adjuncts of a fine fleet, are kept up in the highest state of efficiency. We may send rowdies and adventurers abroad as diplomatists, the world thinks, but in all that concerns our fleets the men who serve us are choice, zealous, able, and pure.

Our rulers seem to be determined, however, that we shall not long preserve our reputation. If President BUCHANAN himself and all his underlings were paid by foreign Powers to weaken and exhaust us, to paralyze all our powers, to make our threats ridiculous, our remonstrances vain, to deprive us not only of the means of aggression, but of the last shreds of defence, to reduce us from the position of a first-class Power to that of braggart Mexico, they could not labor more strenuously in their vocation than they seem, by the report which we published yesterday, to be now doing. We do not expect of these men "a wise and jealous honor." We do not and never did suppose that our venerable President only needed powder, knee-breeches, ruffles and shoe-buckles to become a Washington or a Jefferson, or that our members of Congress were Bayards got up in shirt-linen and broadcloth; but we did expect that they would keep their talons off that department of the public service on which our security against foreign aggression most depends, and of which the country so far has been so proud; that as they ranged the land in search of booty, they would at least pass the Navy-yards by; that, hardened partisans though they were, they would have enough reverence left for the flag not to serve their own ends by employing drunkards, incapables, primaries, the halt, the lame, the blind and the worthless, in constructing the ships that were to bear it. It seems, however, we gave the worthies credit for too much. We supposed that some shreds of conscience were still left amongst them. We think there can be no question that the picture drawn of the state of the Navy-yards during and preceding the last elections, by the Sherman Committee, is the most alarming and disgraceful which has ever been presented to the public of this country;—common laborers employed as first-class painters, blacksmiths, clerks and carpenters,—discipline at an end,—the United States Commodore employed by the United States Secretary of the Navy as an electioneering agent,—United States officers tossed and hooted by the nominees of Congressmen in the United States Navy-yard,—the employes absent without leave, and, last of all, the officers on the station withdrawn from duty on election day, that the men might see how insignificant were their official superiors, and how important were the men whom they sent to Congress. Read the following:

"These abuses increased in the yard as the election for Members of Congress approached. Members, master workmen, all were interested in packing the yard. If the master-workman was reluctant to increase his force, he was urged to do so by the Members of Congress, and was compelled to yield to the demand. In this way the master-blacksmith increased his force twenty-five men. He testified that the same general increase, for the same reason, occurred throughout the yard in all the different departments; and that of the force of about 2,400 men thus employed, one-fourth were useless; that it was understood that particular master-workmen were to administer this patronage for the benefit of particular members. In most cases this pressure was yielded to with alacrity, and a temporary pressure of work in September, 1858, to fit out the *Niagara* for Africa, and which lasted for four days only, was made the pretext for retaining men after they were no longer needed. Insubordination increased; in one case the master-laborer and a number of men answered roll-call and went to the primary election in Mr. SICKLES' District, and yet drew full pay. A short time before the election the men got to leaving off twenty to thirty minutes before bell-ring in the evening, and would collect near the gate ready to go out of the yard. Commander ROOTES attempted to stop this; as soon as he got near them, between the ship-houses, some of them, in large gangs, sang out his name, and hooted and hissed him. *The only reason given by Commander Rootes was that the men thought that the Members of Congress put them there, and could keep them there in defiance of the officers of the yard.*"

Will foreign nations long continue to respect our commonest and most indisputable rights, not to speak of listening to our doubtful claims, when such facts as these are before their Governments? Why, the meanest of South American republics, the paltriest of German principalities, might snap its fingers in the face of a country whose Navy is thus used for partisan purposes. The Fort Duquesne letter had a wide circulation, and obtained throughout Europe for its venerable author a character which we knew all his antecedents belied—that of a pure but despairing prophet. For the document now before us we predict a wider circulation, and that it will procure for our President abroad a reputation which all have long ceased to deny him at home, that for being corrupt when all the ordinary motives of being corrupt were gone; of bribing when he had nothing to gain; of defrauding the public when all his own wants were supplied; of lending the sanction of his age and station to the peculations of scoundrels, whose career in guilt is, comparatively, only commencing; of being, in short, a demagogue at seventy; of helping, at the very close of his career to facilitate schemes of plunder, which would have entailed disgrace enough, even if the nation had not already done all in its power to satisfy his basest and meanest ambition.

Mr. SICKLES, a few years ago, in London, gained some *éclat* by making a noble stand on behalf of the American nation at one of Mr. PEABODY'S dinners, in favor of drinking the President's health before the Queen's. That was undoubtedly a patriotic act; but let him "fulfill the promise of his prime." Let him quarter the rabble who swell his electioneering triumphs somewhere else than in the Navy-yards of his beloved country. It is all very well to toast the President first, but it is better still to keep one's hands out of the public purse, and to find other means of getting into Congress than aiding in bringing disgrace on the Star-spangled Banner.

### Raising the Rates of Postage.

The Senate has acted upon the Postage question more suo. Instead of responding to the popular demand for cheaper postage, it has passed a bill restoring the abandoned schedule of the act of 1845, and obliging the people to pay an average of one hundred per cent. more for the transmission of letters. The rates are to be five cents for distances under three thousand miles, and ten cents for distances greater, with duplicate charges for double letters. There are also provisions for the substitution of stamps for the Congressional franking privilege, and a limitation of the privilege in the hands of Executive departments. The Senate Committee express a belief that $6,500,000 will be added to the Post-office revenues by this plan; the estimated deficit for the year being $10,000,000. The bill, as amended by the Committee, passed that body yesterday by a vote of 30 to 25, and has been returned to the House.

It is, of course, no matter of surprise to find this vote almost strictly sectional. The South stood up as one man for higher rates. The North as unanimously opposed them. Throughout the debate, Northern Senators were fertile in expedients to avert the threatened evil. Their amendments were rejected as rapidly as they were moved. The obvious wisdom of the plan suggested by Senator WILSON, which proposed a scale vasying from three to five cents for different distances, encountered the same resolute opposition. It was evident that sectionalism was to have its triumph in this as in other matters. The South and West have too long enjoyed the benefits of the Federal Government at the expense of the North and East, to willingly relinquish an arrangement so satisfactory to themselves.

We have heretofore taken pains to show that the Post-Office Department, in the Northern and Eastern States, is more than self-sustaining; it affords profit. In the South and West it yields nothing but loss and expense. We may be permitted to re-state the demonstration, as presented by the fiscal year ending June 30, 1858:

| | Pop. to the sq. mile. | Expenses. | Receipts. | Balances. |
|---|---|---|---|---|
| Eastern States (6) | 47 | $1,426,362 | $1,314,494 | $179,128 |
| Middle States (3) | 93 | 1,822,620 | 2,260,622 | 438,002 |
| Western States (6) | 23 | 2,690,218 | 2,490,218 | 200,000 |
| Southern States (15) | 16 | 4,082,230 | 1,647,471 | 2,445,468 |

California, the District of Columbia and the Territories are, for obvious reasons, left out of this estimate.

The moral of this showing is that the closely settled States of the Northeast yielded a revenue of $607,198, while the Western States were behindhand $700,000, and the Southern, or Slave States, $2,445,468.

But the same disproportion is still more distinctly displayed in the accounts of the five years ending June 30, 1858. They speak as follows:

| | Northern and Eastern. | Southern and Western. |
|---|---|---|
| Receipts | $14,367,062 | $15,071,360 |
| Expenses | 13,320,461 | 20,311,000 |
| Excess | $1,046,521 | |
| Deficit | | $14,240,000 |

Or to reduce the proposion to proportions that will render misapprehension difficult, we may compare Pennsylvania and Virginia for the same period of five years—States actually adjoining, and neither realizing income from foreign letters:

| | Population. | Expenditure. | Receipts. | Balance. |
|---|---|---|---|---|
| Penn. | 2,311,786 | $2,704,294 | $2,975,771 | $181,547 |
| Va. | 1,421,661 | 2,027,063 | 1,118,971 | 908,092 |

It is thus proved that not only has the Northeast paid for all its own postal facilities, but it has paid a million of dollars towards the failure of the South and West to make a similar square account. The balance of $13,000,000, which those insolvent regions have obtained from the Treasury, have been paid, of course, from the duties received at the Custom-houses, the Northeast again contributing a far more than its proper share.

The measure therefore now put forward for making the Postal system self-sustaining is really designed to make the *North and East sustain the system in the South and West.* Discontented with having to pay any portion of the deficit caused by the unremunerative transportation within its limits, the South proposes to add the whole of its burdens to the load of the North, for such is the effect of raising postal charges, which, if this portion of the Union were freed from external responsibilities, would amply justify reduction to a uniform rate of one cent for the half ounce. The Senate bill effectually entails upon the Middle and Eastern States the entire cost of the premature expansion of the postal system in the sparsely settled States of the South and West.

That any such measure should become law it is not easy or pleasant to believe. The House of Representatives we trust will tread no steps backward in this great popular interest. It may even decline any compromise upon the basis offered by the Senate. Such a course would be a subject of reasonable regret. For the opportunity is now offered for introducing an amelioration greatly needed; and which, while it would meet the Senate half way, would at once perfect the system, and amend the revenue. Let the scheme of differential charges, so often urged in these columns, be suggested by the House Committee of Conference. A scheme, which, in its two proposed rates of five and ten cents, the Senate has approved. The House, however, may safely lower the scale to three and five cents. Three cents would abundantly pay for distances less than one thousand miles. It would not pay for distances largely transcending that limit. Five cents might fairly be fixed as the maximum rate. By this obvious means the injustice of inflicting upon the populous North the expense of the system in States whose economical policy discourages immigration would be avoided, and the cost of transporting mail matter over long distances more equitably rewarded. With this compromise, and the added features of an extinguished ranking privilege, and a cessation of excessive ocean steamer subsidies, the Department would be far more likely to realize the estimated six and a half millions of increase, than upon the plan of Postmaster BROWN. There would be also one incalculable advantage; the system would be settled upon a permanent, because, upon a just and remunerative basis. We shall await with anxiety the action of the House. Fortunately, we shall not have to wait long.

WHAT MAY BE DONE WITH A HUNDRED MILLIONS OF DOLLARS.—We have received a communication from an intelligent German, who has recently arrived in this country, as we should judge from the nature of his remarks, giving a view of the Cuban question from a Teutonic stand-point, and insisting that as the German vote at the next Presidential election will not fall short of a million, that class of our fellow citizens have a right to be heard in relation to so momentous a subject as the expenditure of a hundred millions of dollars for the acquisition of new territory. Our Teuton takes a very German-like and common-sense view of the matter, we must confess. Just such a view as an intelligent immarisa recently dropped from our silver satellite, and wholly unacquainted with American politics and politicians, would be likely to entertain. His ideas on the subject are, that a hundred millions of dollars might be employed to much greater advantage than in the purchase of Cuba, namely, in importing a greater number of honest, intelligent and industrious Germans than the entire population of Cuba numbers, and giving each of them a tract of land to cultivate in the West. By this means the country would gain a most valuable addition to its population, who by their productions and their consumption of imported articles, would add more to the material wealth and glory of the nation than could possibly be done by Cuba. He enforces his opinions with some very cogent statements, which are as undeniable as his conclusions are sound and logical.

But, he assumes one thing which we did not imagine anybody who has been a week in the country possibly could believe in; namely, that the motive of Mr. BUCHANAN and his friends in their courageous attempts to get hold of thirty millions of dollars, and eventually to get hold of Cuba, at any cost, is simply to benefit the country and add to the national glory. Our Teuton has not yet learned that the sole motive is to naturalize and overcome the political influence of just such well-intentioned persons as himself, who have manifested a chronic weakness for increasing the national wealth by honest industry, and to add to our national glory by the spread of an intelligent population. While the President is ready to veto bills for such objects as the establishment of agricultural colleges, he is quite as ready to resort to any measures for involving the country in debt or war, provided they tend to strengthen his political party. His courage all tends in that direction, and he stigmatizes all as cowards who oppose him in his attempts upon the public pocket. The Germans will have no lack of opportunities for showing at the polls whether they approve of Mr. BUCHANAN'S Cuban projects, or sympathize with their countrymen's very commendable but slightly utopian opinions.

AN INDEPENDENT CANDIDATE FOR CONGRESS.—The Hon. EZRA CLARK, Republican Member of Congress from the First (Hartford) District of Connecticut, has published a letter to his constituents offering himself for reelection. He claims that the delegates who met in Convention a short time ago and nominated Mr. DWIGHT LOOMIS, misrepresented their constituents through the influence of a clique at Hartford. Mr. CLARK therefore presents himself as an independent candidate on an American-Republican-Popular-Sovereignty-Platform, and alleges that he is sustained by numerous friends and a general sentiment in his district.

### INTERESTING FROM PARAGUAY.

**Tone of the Official Organ—Lopez Supposes Bowlin, Hearing the Anti-Hopkins Side, will Withdraw his Demands.**

The *National Argentina*, of Dec. 14, contains recent and interesting advices from Asuncion.

The preparations for war were proceeding at a rapid pace; and the official organ of the Dictator whose leaders are said to be written by Lopez himself, is unsparing in its denunciations of the American Government. We translate

*From the Seminario, Nov. 27.*

The many demands of the so-called Navigation Company are so astounding as to be utterly absurd. It is certain that the American Minister, who is coming to our Government with a reclamation so unjust and unfounded, will be thoroughly undeceived; and if when he comes to inspect the documentary evidence which this Government has to offer, to overthrow and radically destroy the impostures of the Company, he shall refuse to yield to the empire of reason and truth, there will be none but the sad alternative—such is the settled conviction of our Government—of war. It is inevitable.

It is impossible that a loyal and upright Government, which as it is careful to respect its communities and guarantees, requires the same treatment from others, should condescend to the shameless policy of a reprehensible pusillanimity, and a submission despicable in the eyes of our citizens, jealous as they are of their honor and dignity.

Our public will be able to realize the exaggeration of these petitioners and the illegality of their demands, when we say that the Senate Committee states with cynical coolness that they sent to Asuncion, from the United States, three steamships with a great variety of implements of American industry, and that the Company employed more than twenty laborers to set their machinery going. Paraguayans, and all of the inhabitants of the Republic, can testify to what this falsely-styled Company brought to Asuncion. The inventory of all that came may be read in the *Seminario*. When did these three steamers with their valuable cargoes of industrial machinery arrive? Who ever saw this throng of American workmen, brought out to use these tools? Who has seen any outlay of those $300,000, which the Company is said to have brought hither? What better refutation of this falsehood is there than that they had to borrow $10,000 of the National Treasury to pay the duties which their importations called for?"

The article then proceeds to refute the charges of complicity and subsequent hostility alleged against President LOPEZ, in his dealings with the Rhode Island Company, and closes:

"The report of the Senate Committee ends with the assertion that no necessity will probably exist for the use of force, and that when the armed expedition shall present itself with its demands, the Republic of Paraguay will be unable to do otherwise than submit.

The Committee while thus disclaiming the necessity for employing force, expresses its determination to use it. It says, 'That in order to adjust the differences between the United States and the Republic of Paraguay, the President is for the present authorized to adopt such means, and to use such force as in his judgment shall be necessary and proper, in the event of a denial of just satisfaction by the Government of Paraguay.' It is needless to say that the denial must necessarily follow the demand, and the natural consequence is war. The Republic of Paraguay is prepared for the encounter."

In a subsequent article, the *Seminario* says:

"Daily the question pending with the United States becomes more formal; daily are added new and grave confirmations of the deplorable manner in which the Yankees think to discuss the matter. Now they own they are vanquished, and they appeal to brute force in order that the triumph may be not to the one who is right, but to the most powerful. The Government of Paraguay will persevere in her system of resistance, and will not become accessory to an agreement concluded by others. We have said this before, when speaking of the unfounded exactions of the daring claimant who approaches our territory. Otherwise we shall see if our national pride shall be unworthily wounded. If pride is wicked in an individual, yet it is a noble quality for a nation. National pride exalts the noble instincts, and excites the soul to undertake and carry out to this end grand enterprises. Paraguay will also show herself not wanting in this respect—more so when reproached with crimes towards friendly or rival nations who are as proud as we."

The discussion of the American demand for indemnity is then entered upon, the demand being understood to be fixed at $900,000. The writer then resumes its attacks upon Mr. HOPKINS, quotes the Paris *Patrie*, and the New-York *Herald*, upon the subject, ascribing the partiality of the latter to the fact that the Editor is the cousin of HOPKINS. It concludes with the renewed declaration that the coming envoy will only have to see the Paraguayan side of the controversy, to withdraw his pretensions, and return to the United States.

### A Card of Thanks.

The Managers of the House of Mercy in New-York wish to express their gratitude to the friends who aided them in getting up the concert for the benefit of that Institution on the evening of the 18th of February inst.

To the Editors of THE TIMES, the *Express*, the *Herald*, the *Tribune*, and the *Courier and Enquirer*, for advertising. To the public, who responded so kindly to their appeal. To the performers—the Misses Gellie, Messrs W. H. Cooke, Rivarde, J. Burke, R. Hoffman, Vilanova, and W. A. King, for their gratuitous services. To Mr. Antommas, who remitted half his charge; and to Mr. Niblo, who generously gave the use of the concert room. Also to Mr. Medole, Mr. Booth, Mr. Nesbit, and Mr. Baptist, for printing.

The institution will probably realize about $600 as the avails of the concert.

### Card from a Missing Man.

BUFFALO, Penn., Wednesday, Feb. 23, 1859.

*To the Editor of the New-York Times:*

I notice in your paper of to-day a notice that I have been missing from New-York since the 5th inst. Now this is a mistake. I left New-York a little more than a week ago, intending to go to Lancaster, but was taken sick, and consequently had no opportunity to write. Please give this letter an insertion, as I am all right and safe. Yours, &c., S. W. WOLFE.

## NEWSBY TELEGRAPH.

### NEW-YORK LEGISLATURE.

SENATE.... ALBANY, Friday, Feb. 25.

Mr. MARVIN presented a memorial from merchants of New-York against closing the Canal locks on Sunday.

Mr. EGAN and Mr. RAY presented memorials asking for the passage of a bill protecting gas companies.

Mr. WILLIAMS introduced a bill to authorize Joint Stock Associations to convey and mortgage real estate.

The State Engineer reported the expenditures on the Oswego Canal up to October last at $4,180,000 00, and the whole amount of receipts from said Canal, $1,200,000 00.

The Cuban resolutions were debated at length by Messrs. FRANCHOT and DYER.

ASSEMBLY.... ALBANY, Friday, Feb. 25.

Mr. OPDYKE presented a memorial from the Common Council of New-York asking protection to tax-payers in New-York.

Mr. CORNING presented petitions against the proposed New-York City Railroads, and for the reorganization of the Health Department of that City.

A number of petitions were also presented to prohibit Sleve-catching.

The bill to establish the New-York College of Dental Surgeons was reported unfavorably. Also, the bill to prevent frauds in the sale of garden seeds.

The Comptroller of New-York sent in his annual tax bill.

The Canal tax bill was taken up and debated by Mr. VAN HORN. It was ordered to a third reading.

Proceedings of the Lobby Investigating Committee—The Albany Bridge Case, &c.

ALBANY, Friday, Feb. 25.

The Committee to investigate the charges made by Senator C. B. WHEELER, that a Senator had conversed with the Sergeant-at-Arms of the Senate, to induce the suppression of the subpœnas in the Albany Bridge case, and that a member of the Assembly had indirectly, and a lobby-man had directly, offered a bribe to W. D. MURPHY, to induce him to use his influence with Senator WHEELER to suppress the investigation, met to-day.

HENRY W. DUBOIS, Sergeant-at-Arms of the Senate, testified that no person had used improper influence with him to suppress the subpœnas, and he had never so stated to Senator WHEELER, Senator WILLIAMS and Mr. ADAMS, Clerk of the Senate, in reply to an application from him as to what to do with the blank subpœnas, advised him to keep them in his possession until the Senate decided what to do in the matter of the investigation, as every one said out would be an expense to the State. This was the substance of what he had said to Senator WHEELER.

Mr. H. D. MURPHY gave testimony that Mr. CHAUNCEY BOUGHTON, of Saratoga, was the member who had indirectly approached him with a bribe to use his influence with Mr. WHEELER to suppress the investigation, and that HIRAM EASTON, a former door-keeper, had offered him $500 for the same thing.

The investigation continued all this afternoon.

Mr. CHAUNCEY BOUGHTON, member from Saratoga, testified that he had heard reports that the Committee was influenced by outsiders for improper motives. In investigating the Bridge case he had considered the whole matter disgraceful to those implicated, and on these grounds had told Mr. W. D. MURPHY, Clerk of the Committee, that if the object was to make money he had better make it in some other way than prosecuting this case. He had never offered any money to suppress any investigation, and had never been approached by Mr. WEED, Mr. CORNING, or any other person to do so. He had never contemplated that any money would be paid to stop the investigation, and his interference had been simply on the ground of the impropriety of prosecuting parties for improper motives.

Mr. C. D. BRESHAM testified he had authorized Mr. EASTON to offer money to Mr. MURPHY, Clerk of the Bridge Committee, to suppress the investigation. He had done so to discover if Mr. J. B. SWAIN and Mr. MURPHY were running the Committee, and furnishing brains to Mr. WHEELER to carry it on. He believed they were. He had no intention to pay any money, but only to discover who were the movers in the matter, and what their object was. Adjourned till to-morrow.

The Senate Committee to investigate the Albany Bridge case met this afternoon. WM. RICHARDSON, Clerk of the Assembly, was examined. In reply to questions he stated he knew no improper influences of any description being used for or against the Albany Bridge bill in 1858. He refused to reply to the question, whether he knew of any corruption being used to procure the passage of the amendment, lessening the width of the draw in 1857, on the ground that the bill was not properly under consideration by the present Committee.

Mr. C. D. BRESHAM was examined, and testified that he knew of no use of money or of any improper influences being used to pass the Bridge bill. He had always been opposed to the bill, but had never used improper influences against it.

Adjourned till to-morrow afternoon.

### Rhode Island Legislature.

PROVIDENCE, Friday, Feb. 25.

The resolution declaring that the Supreme Court had assumed a power not belonging to it in the case of HAZARD *vs.* IVES, and that there should be a new trial was laid on the table in the House of Representatives, this morning, by five majority.

### Trouble in the Parliament of Newfoundland.

HALIFAX, N. S., Friday Feb. 25.

Private dispatches from St. Johns, N. F., state that Mr. SHEA, Speaker of the Assembly, has resigned in consequence of some obnoxious appointment in connection with the fisheries, and it is rumored that a formidable attempt will be made to break down the present Government.

### Disastrous Fire.

GARRETSBURG, Ill., Friday, Feb. 25.

The Barney House, together with the buildings adjoining, occupied by Messrs. BAER & REES, dry goods dealers; DUNN & Co., grocers; and SMITH & Co

# CITY INTELLIGENCE.

THE HUMBERTS FINANCIAL.—The counsel of the Humberts announce that he has been unable to discover any property belonging to them in the name of the Humberts, except the furniture of their residence, No. 2 Avenue Kléber, and a few articles of jewelry, which have been seized by the police. The Humberts have also been unable to discover any assets in the name of Mme. Daurignac, the sister of Mme. Humbert, who died in Paris a few days ago.

DISAPPEARANCE AMAZEMENT.—For some time a popular actress named Amanda Cazal, in Charles-street, has been missed from her accustomed haunts. At the theatre where she was engaged it was stated that she was ill, and at her residence in Charles-street, Soho, the servants declared that their mistress was not at home to visitors. Rumors were circulated that she had left London, and that she was ill was a mere excuse. Yesterday, however, the mystery was cleared up. Miss Cazal, it appears, had been married for some time to Mr. Alexander Frederick Cazenove, and the latter gentleman, who is a member of the Stock Exchange, has been living with his wife at his residence, No. 3 Gloucester-terrace, Hyde-park. Mr. Cazenove, who is a gentleman of considerable means, has been very much annoyed at the publicity which has been given to his domestic affairs, and has left London for the purpose of avoiding the interviewers who have been besieging his residence.

A CHARITABLE SCHEME.—A meeting of the Committee of the Charity Organization Society was held yesterday afternoon at the Mansion House, Mr. Alderman Sir Reginald Hanson, Bart., M.P., presiding. The Rev. Canon Barnett, Warden of Toynbee Hall, Whitechapel, read a paper on the subject of "Provident Dispensaries," in which he suggested that the Charity Organization Society should establish a dispensary in connection with the Whitechapel Provident Dispensary, and that the Committee of the Society should undertake the management of the dispensary. The suggestion was favorably received by the Committee, and it was decided to refer the matter to a sub-committee, with power to add to their number.

A CLERKENWELL SALOON.—A saloon behind Clerkenwell Police-court, which has been frequented by a number of persons connected with the Socialist party, has been closed by the magistrates, who refused to renew the license. The saloon was kept by a man named Bernard Reeves, who has been summoned on several occasions for permitting gambling on the premises. At the last hearing of the case Reeves was fined £5, and the magistrates refused to renew the license.

A CLERKENWELL BOY'S ADVENTURE.—A boy named Harry Hall, 14 years of age, who lives with his parents in Clerkenwell, has had a narrow escape from drowning in the Regent's Canal. On Saturday afternoon he was playing with a number of other boys on the towing-path of the canal, when he fell into the water. He was unable to swim, and would have been drowned but for the timely assistance of a man named Thomas Hall, who dived into the canal and rescued the boy from his perilous position. Hall was presented with a testimonial by the magistrate at the Worship-street Police-court on Monday.

A CLERKENWELL CHARITY.—Two persons were severely burned by the explosion of a camphene lamp at No. 9 Dickens-street, on Saturday evening. Mrs. Ann Sullivan, a widow, who lives at the above address, was so badly burned about the face and body that she died in the London Hospital on Sunday morning. Mrs. Sullivan was a charwoman, and was employed by a number of persons in the neighborhood. She was also a member of the Ancient Order of Foresters, and was entitled to the benefits of that society. Her husband, who was also burned by the explosion, is not a member of any benefit society, and he has consequently received no assistance from any quarter. Mrs. Sullivan's friends have therefore started a subscription for the purpose of defraying the expenses of her funeral, and a number of persons have already contributed to the fund.

ACCIDENT COLLISION.—Our drivers continue to be involved in accidents, and on Tuesday afternoon one occurred in Fleet-street, which was fortunately attended with no serious consequences. Our driver was proceeding eastward, and on arriving opposite the Temple Bar Memorial he was compelled to pull up his horse suddenly to avoid a collision with a cab which was coming out of Chancery-lane. The shaft of our van struck the cab, and broke off the splinter-bar. Our driver was not injured, but the horse of the cab was slightly cut on the leg. The damage to the cab was estimated at £1.

# THE LONDON THEATRES AND CITY MATINÉES.

## ROADS.

The Montreal *Gazette* has particulars of the recent outrage at Lachine, (Can.) upon Mrs. Barnard, a widow, and her daughter, a girl of 15 years. It appears that on the night of the 30th January (which was a most boisterous night) Mrs. Barnard was awakened by hearing some one trying to force open the door of her bedroom. She got up and went to the door, and asked who was there, when a voice replied that it was a telegram for her husband, who was employed on the Grand Trunk Railway. Mrs. Barnard refused to open the door, and told the man to put the telegram under the door. This he refused to do, and said he must see Mr. Barnard himself. Mrs. Barnard then told him that her husband was not at home, and that he must go away. The man then said that he must see some one, and that he would break in the door if they did not open it. Mrs. Barnard then opened the door, and the man entered the room, and demanded money. Mrs. Barnard told him that she had none, when he struck her a violent blow on the head with a bludgeon, and then dragged her daughter out of bed and threw her on the floor. He then struck Mrs. Barnard several more blows on the head, and dragged her into the kitchen, where he left her for dead. He then returned to the bedroom, and dragged the girl into the kitchen, and threatened to kill her if she made any noise. He then left the house, and the two women managed to get out and give the alarm. Mrs. Barnard is still in a very precarious condition, and her daughter is suffering from the shock. The police have arrested a man named Thomas Hall, who is supposed to be the guilty party.

Mr. Bayer, the well-known theatrical manager, has been robbed of a valuable gold watch and chain, which he had left in the dressing-room of the Princess's Theatre. The theft was discovered on Monday afternoon, and the police were communicated with. Mr. Bayer is of opinion that the watch was stolen by a man who had been employed in the theatre during the pantomime season, and who had left the service of the management a few days before the robbery was discovered.

A CLERKENWELL BLACKSMITH.—The Clerkenwell Police-court authorities have been engaged for some time past in endeavoring to trace the whereabouts of a blacksmith named Perry, with no less surety, it was believed, than the murder of Mr. Thomas Briggs, in the Hackney-road, on the night of the 9th of January last. Detectives from Scotland-yard and other parts of the country have been employed in the search, and it was at last ascertained that Perry was living at Bristol. Information to this effect was given to the police of the Clerkenwell Division, and Detective-sergeant Outterside was sent down to Bristol to arrest the man. He found Perry at work at a blacksmith's forge, and on telling him that he was a police officer, and that he had a warrant for his apprehension on a charge of murder, Perry replied, "I know what it is for, and I am glad it is over." He was then brought to London, and on Monday was charged at the Clerkenwell Police-court with the murder of Mr. Briggs. Mr. Outterside, who had charge of the case, stated that he had been engaged in it for nearly two months, and had traced the prisoner from Bristol to Cardiff, and from Cardiff to Bristol again. He had also found out that Perry had been living with a woman at Bristol, who had left him and gone to Cardiff, where she had been found. Perry was remanded.

## HORRIBLE OUTRAGE IN CANADA.

### BARNARD WITNESS.

The Montreal *Gazette* has particulars of the recent outrage at Lachine, (Can.) upon Mrs. Barnard, a widow, and her daughter, a girl of 15 years. It appears that on the night of the 30th January (which was a most boisterous night) Mrs. Barnard was awakened by hearing some one trying to force open the door of her bedroom. She got up and went to the door, and asked who was there, when a voice replied that it was a telegram for her husband, who was employed on the Grand Trunk Railway. Mrs. Barnard refused to open the door, and told the man to put the telegram under the door. This he refused to do, and said he must see Mr. Barnard himself. Mrs. Barnard then told him that her husband was not at home, and that he must go away. The man then said that he must see some one, and that he would break in the door if they did not open it. Mrs. Barnard then opened the door, and the man entered the room, and demanded money. Mrs. Barnard told him that she had none, when he struck her a violent blow on the head with a bludgeon, and then dragged her daughter out of bed and threw her on the floor. He then struck Mrs. Barnard several more blows on the head, and dragged her into the kitchen, where he left her for dead. He then returned to the bedroom, and dragged the girl into the kitchen, and threatened to kill her if she made any noise. He then left the house, and the two women managed to get out and give the alarm. Mrs. Barnard is still in a very precarious condition, and her daughter is suffering from the shock. The police have arrested a man named Thomas Hall, who is supposed to be the guilty party.

A CLERKENWELL BLACKSMITH.—The closing of the meeting was the proper time, we are told, for the Chairman's speech, but Mr. Bayne was not to be silenced so easily. He had a few words to say about the Chairman's speech, and he said that he would not have been surprised if the Chairman had told the audience that the Queen was in favor of the Irish Land Bill. Mr. Bayne then went on to say that he was not a Socialist, but he was a Democrat, and he was in favor of the Democratic principles of the Irish Land Bill. He was not in favor of the Irish Land Bill because it was a Land Bill, but because it was a Democratic measure. He was in favor of the Democratic principles of the Irish Land Bill because they were Democratic principles

FOR SALE.

FOR SALE—THE FIRST-CLASS YOUNG-STORY BRICK HOUSE, No. 20 Bond-st., between Broadway and Lafayette-pl. Apply on the premises.

FOR SALE—THE FIRST-CLASS YOUNG-STORY BRICK HOUSE, No. 18 Bond-st., between Broadway and Lafayette-pl. Apply on the premises.

FOR SALE—THE FIRST-CLASS YOUNG-STORY BRICK HOUSE, No. 16 Bond-st., between Broadway and Lafayette-pl. Apply on the premises.

FOR SALE—THE FIRST-CLASS YOUNG-STORY BRICK HOUSE, No. 14 Bond-st., between Broadway and Lafayette-pl. Apply on the premises.

FOR SALE—THE FIRST-CLASS YOUNG-STORY BRICK HOUSE, No. 12 Bond-st., between Broadway and Lafayette-pl. Apply on the premises.

FOR SALE—THE FIRST-CLASS YOUNG-STORY BRICK HOUSE, No. 10 Bond-st., between Broadway and Lafayette-pl. Apply on the premises.

FOR SALE—THE FIRST-CLASS YOUNG-STORY BRICK HOUSE, No. 8 Bond-st., between Broadway and Lafayette-pl. Apply on the premises.

FOR SALE—THE FIRST-CLASS YOUNG-STORY BRICK HOUSE, No. 6 Bond-st., between Broadway and Lafayette-pl. Apply on the premises.

FOR SALE—THE FIRST-CLASS YOUNG-STORY BRICK HOUSE, No. 4 Bond-st., between Broadway and Lafayette-pl. Apply on the premises.

FOR SALE—THE FIRST-CLASS YOUNG-STORY BRICK HOUSE, No. 2 Bond-st., between Broadway and Lafayette-pl. Apply on the premises.

FOR SALE—THE FIRST-CLASS YOUNG-STORY BRICK HOUSE, No. 1 Bond-st., between Broadway and Lafayette-pl. Apply on the premises.

FOR SALE—THE FIRST-CLASS YOUNG-STORY BRICK HOUSE, No. 3 Bond-st., between Broadway and Lafayette-pl. Apply on the premises.

FOR SALE—THE FIRST-CLASS YOUNG-STORY BRICK HOUSE, No. 5 Bond-st., between Broadway and Lafayette-pl. Apply on the premises.

FOR SALE—THE FIRST-CLASS YOUNG-STORY BRICK HOUSE, No.

## AUCTION SALES.

ADRIAN H. MULLER, Auctioneer.

PEREMPTORY SALE.—FIRST-CLASS LOTS AND RESIDENCES.—ON THURSDAY, the 5th and 10th inst., at the Merchants' Exchange, at 12 o'clock, at the Central Park, and value the lots with water rights on 11th-av. and 8th-st., ADRIAN H. MULLER will sell at auction, on FRIDAY, March 4, 1859, at 12 o'clock, at the Merchants' Exchange, by order of the Supreme Court, under the direction of Thomas A. Emmet, Esq., Referee, the following valuable property, situate on the west side of 8th-av., and 1 lot on the east side, between 26th and 27th sts., and 1 lot on the west side, between 26th and 27th sts., and 1 lot adjoining.

27TH-ST.—4 lots north side, commencing 100 feet west of 8th-av.

26TH-ST.—2 E in south side, in rear of above.

26TH-ST.—10 lots south, and adjoining, together with grave in the rear.

25TH-ST.—17 good lots north side, between 8th and 9th avs.

ALSO—All that piece of land, being 25 feet 3 inches on the westerly side of 11th-av., running westerly to a point on the North River 25 feet 11 inches, thence northerly along the shore of the North River to a point on said shore 25 feet 6 inches from the line of 57th-st., thence easterly to a point distant 61 feet 9 inches from the northerly line of 57th-st., thence southerly parallel to 11th-av., to the centre of 57th-st., thence easterly 150 feet, thence southerly to the place of beginning, together with the right, title and interest in and to the land lying under water in front of the said premises, and all preemptive rights attached to the owners of such premises.

Maps of the above property can be had at No. 35 Wall-st.

EDWARD F. LUDLOW, Auctioneer.

SALE OF VALUABLE PROPERTY ON ELIZABETH AND ELDRIDGE STREETS, ELIZABETH-STREET, NOS. 67, 67½ AND 69, BROOKLYN, AND NEAR JAMAICA, QUEENS COUNTY, LONG ISLAND.—E. F. LUDLOW & CO. will sell at auction, on THURSDAY, March 3, at 12 o'clock, at the Merchants' Exchange, New-York:

PEARL-STREET.—The valuable 4-story brick dwelling-house and store, No. 203 Pearl-st.; lot 25.10x100 feet.

ELIZABETH-STREET, Nos. 67, 67½ and 69 Elizabeth-st., near Grand, late Nos. 61 and 63.

ELDRIDGE-STREET.—Two-story and attic brick house and lot No. 172; the house is in complete order; lot 23, front 24½ inches.

PRESIDENT STREET.—The 2-story brick house No. 61 President-st., Brooklyn; beautifully situated; lot 20x100 feet.

VAN WYCK-AVENUE, NEAR JAMAICA, LONG ISLAND.—Plot of ground 100x276 feet.

ALSO, BEACH-STREET.—35 lots, south side, near Van Wyck-av. This property is calculated for immediate improvement; contains about 10 acres of ground, beautifully situated, near Jamaica, and lots are being rapidly occupied, adjoining and around which are many valuable residences. Terms easy. For further particulars see maps at the auctioneer's office, No. 14 Pine-st., New-York.

J. W. FOSTER, Auctioneer.

ELEGANT CARVED ROSEWOOD AND MAHOGANY furniture, made to order, short time in use.—J. W. FOSTER will sell, THIS DAY, Feb. 26, at 10½ o'clock, by catalogue, the entire contents of the large four-story dwelling-house, No. 218 West 14th-st., near 7th-av., containing superior household furniture, of first-class workmanship, made to order and in excellent condition. Parlor furniture—Rich velvet carpets, three elegant drawing-room suites, covered in elegant satin brocade; large easy lounges and reception chairs to match, two rosewood etageres, with marble tops and mirror doors and backs, lined with satin wood, very expensively carved; elegant rosewood centre, side and work tables; lace and rosewood curtains, with mirror poles, lined with satin to match; rich Brussels carpets, with mirror borders; elegant marble mantle ornaments, splendid 7-octave rosewood premium piano-forte, richly inlaid with pearl and real pearl keys—decidedly one of the best instruments ever made—richly carved cover and stool. French-plate mirrors, expensive lace and brocatel window curtains. Also, a great variety of oil-painting and engravings, in elegant gilt frames; large size, elegantly-decorated China vases, Parian and Chinese figures, 24-day ormolu clocks, together with a large variety of China ware, silver ware, cutlery, elegant bedroom furniture, hair mattresses, &c., &c.

WILLIAM H. FRANKLIN, Auctioneer.

VALUABLE PROPERTY ON HUDSON, NORTH AND DUANE STS.—WM. H. FRANKLIN will sell at auction, on TUESDAY, March 1, 1859, at 12 o'clock, at the Merchants' Exchange, the following valuable property, On

HUDSON AND NORTH STS.—That valuable plot of ground, with the five buildings thereon, situated on the easterly corner of Hudson and North sts., and known as Nos. 66, 68, 70 and 72 Hudson-st., and No. 6 North-st.

Also, on

DUANE-ST.—House and lot No. 191, north side, near Greenwich-st.

The proximity of this property to the depôts of the Hudson River and Erie Railroads, and the many improvements completed and projected in the vicinity, render this one of the best situations in the Ward for immediate improvement.

For maps, terms and further particulars, apply at the office of the auctioneer, No. 5 Broad-st.

HENRY H. LYON, Auctioneer, 59 Nassau-st.

LIBERTY H. LEEDS & CO. WILL SELL AT Auction, on SATURDAY, Feb. 26, at 10½ o'clock, at the salesroom, No. 59 Nassau-st., a general assortment of household furniture, removed for convenience of sale, consisting of carved rosewood, covered in moquette and brocatel; carved rosewood bedsteads, do. marble-top bureaus, washstands; mahogany sofas and 4ft-6-tête, single and double hair mattresses, blankets, bolsters and pillows; also, a large invoice of silver-plated ware, consisting of casters, bar pitchers, waiters, tea sets, &c.; also, bottles of champagne, brandy, port wine, sperm candles, Schiedam gin, pistols; heads and necklaces, silver watches, gold hunting watches, patent lever watches, &c. Sale without reserve. At 12 o'clock, 50 dozen of Byron's perfumery, hair oil, pomades, &c.

R. C. HALLIDAY, Auctioneer.

VALUABLE PROPERTY NEAR CENTRAL PARK.—R. C. HALLIDAY will sell at public auction WEDNESDAY, March 2, 1859, at 12 o'clock, at the Merchants' Exchange, the four valuable lots on the northerly side of 106th-st., beginning 175 feet east of the 6th-av., each lot 25 feet wide, and 100 feet deep. Sale positive. Terms—Two-thirds may remain if desired, the three to five years.

WILLIAM H. FRANKLIN, Auctioneer.

VALUABLE PROPERTY ON DUANE-ST.—WM. H. FRANKLIN will sell, THIS DAY, at 12 o'clock, at the Merchants' Exchange, that valuable lot No. 198 Duane-st., North side, between Greenwich and Washington sts., 17 feet 10 inches by 75 feet, will be sold at auction on TUESDAY, March 1, at 12 o'clock, at the Merchants' Exchange; 70 per cent of the purchase money may remain on bond and mortgage for a term of years. Maps, &c., at the office of WM. H. FRANKLIN, Auctioneer, 5 Broad-st.

M. DOUGHTY, Auctioneer.

M. DOUGHTY WILL SELL, THIS DAY, at 10½ o'clock, at the salesroom No. 79 Nassau-st., a large assortment of new and second-hand household furniture—Carpets, parlor suites, pier glasses, bookcases, extension dining-tables, dressing bureaus, washstands, bedsteads, hair mattresses, feather beds, and cottage settees, &c. Housekeepers will find the above sale well worthy attention.

JOSEPH HEGEMAN, Auctioneer.

BY JOSEPH HEGEMAN, MONDAY, FEB. 28, at 12 o'clock, at No. 161 Suffolk-st., between Houston-st. and Stanton-st., a 7-octave rosewood piano, made by a county secretary book-case, pier glasses, three valuable oil paintings, several landscape paintings, Brussels tapestry carpets, mahogany parlor and chamber furniture. Catalogues on Saturday afternoon.

GEORGE DRAPER, Auctioneer.

BY GEORGE DRAPER, OFFICE NO. 30 PINE-STREET.—Regular Auction Sale at the Merchants' Exchange EVERY DAY. Stocks and Bonds bought and sold at private sale. Sales THIS DAY at 12½ o'clock. See catalogue.

## BILLIARDS.

BILLIARDS.

W. J. SHARP WOULD RESPECTFULLY DIRECT the attention of the public to the fact that his improved Billiard Tables are extensively used throughout the United States and Canada, and have given universal satisfaction, by reason of the scientific accuracy of their construction.

As a manufacturer he feels proud of the success which the high reputation of his work and the improvements he has introduced, justly entitle him to.

The advertiser does not rely on his scientific acquirements as a billiard player for the sale of his tables, nor is he egotistic enough to call himself the greatest billiard player in the world.

Yet, as a billiard table maker, he acknowledges no superiority.

The durability, scientific accuracy and quality of the materials used, fully sustain him as a manufacturer.

In relying on the quality of his work he despises straw and paper patents, by which a portion of the public is sometimes gulled.

The cry of patents are not improvements, but imitations of superior manufacture, which, owing to an absence of necessary departmental scrutiny, or the inertia of official indifference, they become nominal patents by the indiscriminate scratch of the pen.

Hundreds of these so-called patent cushions, especially cork and leather combinations, are now lying in the shops, cracked and broken by a few strokes of the unskilful player, as a memorial of the improvements of a would-be inventor.

But when the cork and leather combination so signally failed with the model table, it was deemed prudent by the self-styled scientific inventor to substitute in its stead an invention of the advertiser's, in order to make them sell. The stronger the negative, instead of the credit being acknowledged, the miserable imitation of Sharp's combination cushion is paraded as the patent of the greatest billiard player the world had ever seen.

Exorbitant prices are not proof of the superiority of an article, especially when there is a large profit or commission claimed for worthless patents, independent of the compensation of inexperienced manufacturers.

Endeavors have been made by interested parties to prejudice the interest and frustrate the just claims of the advertiser to superiority in his line of manufacture.

These attempts, however, will prove futile, and within a short period the undoubted superexcellence of W. J. Sharp's improved billiard tables will be pronounced by a competent tribunal in addition to the judgment already rendered by his numerous patrons.

Old and worthless patent cushions removed and replaced by the Sharp cushion at the shortest notice.

These cushions are now considered by the most eminent players to be the best, most durable, and most scientific cushion ever invented.

They are manufactured only by W. J. SHARP, No. 146 Fulton-st., N. Y.

PHELAN'S IMPROVED BILLIARD TABLES AND COMBINATION CUSHIONS.

PATENTED FEB. 16, 1836; OCT. 28, 1836; DEC. 8, 1837; JAN. 13, 1858; NOV. 16, 1858.

For sale only by the manufacturers, O'CONNER & COLLENDER, Nos. 61 and 63 Ann-st., And the patentee, MICHAEL PHELAN, Nos. 788 and 790 Broadway, New-York.

## HORSES AND CARRIAGES.

HORSES FOR SALE.—A FINE PAIR OF dark bay horses, well matched, about 15½ hands high, 7 and 8 years old, gentle and perfectly sound; also, nearly new, coupé rockaway, light-top wagon, with double and single harness, &c., the property of a lady leaving the country, will be sold cheap. Modern parlor furniture will be taken in part payment. Address Box 165 Times Office, stating where an interview may be had.

FOR SALE—A HORSE, WAGON AND HARNESS —A very fine grey horse 7½ years old, gentle, sound, and a good traveler; a wagon made to order four months ago by Chas. Beardsley, of the best materials, and a harness, single, in very good condition. The whole for sale cheap. Apply to W. H. MILES' livery stable, No. 58 West 15th-st., near 6th-av.

WANTED—A FIRST-CLASS TROTTING STALlion. Give full particulars, and lowest cash price. Address Box No. 3,323 New-York City Post-office.

## FINANCIAL.

AUGUST BELMONT, BANKER, No. 63 WALL-STREET, Issues Letters of Credit for travelers, available in all parts of the world, through the Messrs. Rothschilds, of Paris, London, Frankfort, Naples and Vienna, and their correspondents.

DUNCAN, SHERMAN & CO., BANKERS, CORNER PINE AND NASSAU STS., NEW-YORK, Issue CIRCULAR NOTES AND LETTERS OF CREDIT, for travelers, available in all the principal cities of the world.

EDWARD C. ROGERT, (LATE OF ROGERT & EBERHARD,) BUSINESS PAPER NEGOTIATED, No. 60 Exchange-place.

DENNISTOUN, WOOD & CO., NO. 32 WALL-STREET, Buy and sell Sterling Exchange, and issue Commercial and Travellers' Credits, available in all parts of the world.

DUNCAN, SHERMAN & CO., BANKERS, Corner of Pine and Nassau sts., New-York, Issue Letters of Credit and Circular Notes for travellers, available in all the cities of the United States, Canada, the West India Islands, &c., similar to those in such extensive use in Europe.

NOTICE.—FOX RIVER VALLEY RAILROAD COMPANY.—The parties incorporated by a recent act of the Legislature of Illinois, under the name of the Elgin and State Line Railroad Company, as the successors to and owners of the property formerly owned by the Fox River Valley Railroad Company, hereby give notice that a meeting of said corporators will be held on Saturday, the 26th inst., at 1 o'clock P. M., at the office of Julius Wadsworth, No. 15 Wall-st., for the purpose of organizing, under said act of incorporation, electing Directors, and for transacting such other business as may be necessary.

B. W. RAYMOND, JULIUS WADSWORTH, WM. E. SMITH, New-York, Feb. 22, 1859. OLIVER BRONSON.

NOTICE.—THE AGREEMENT AND POWER OF Attorney, adopted at a meeting of the holders of the First Seven Per Cents. Bonds of the Dauphin and Susquehanna Coal Company, may be seen at the office, No. 54 Wall-st. The time for receiving signatures expires on Saturday morning next, Feb. 26.

S. JAUDON, JOHN FERGUSON, } Committee.

SARATOGA AND WHITEHALL RAILROAD COMPANY.—SARATOGA SPRINGS, Feb. 23, 1859.—The interest due March 1, on the Bonds of this Company, will be paid at the Bank of the State of New-York on and after that date, on presentation of the Coupons.

WM. H. WARREN, Treasurer.

P. W. GALLAUDET, NOTE BROKER, NO. 44 Wall-st, New-York.—Particular attention given to the sale of hardware, fancy and dry goods business paper. Collections made in any part of the United States.

UNITED STATES AND KNICKERBOCKER Fire Insurance Companies' stock, and Milwaukee and Mississippi Railroad Second Mortgage Ten Per Cent. Bonds, for sale by R. B. MANNION, 39 Exchange-place.

BILLS OF THE PITTSTON BANK—AT Pittston, Penn., are redeemed at ¼ per cent. at the Park Bank, in the City of New-York.

## INSURANCE.

CLINTON FIRE INSURANCE COMPANY. Office No. 49 Wall-st., New-York.

CASH CAPITAL, $250,000; ASSETS, $300,000.

This Company insures property of all kinds against loss or damage by fire on the most favorable terms.

All losses promptly adjusted and paid.

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CYRUS W. FIELD & CO., WHOLESALE PAPER DEALERS, No. 11 Cliff-st., New-York.

Have made such extensive arrangements with manufacturers, that they will be in constant receipt of PAPERS adapted to any branch of the trade. These daily additions, together with their present stock, make an assortment which, for variety and quality, cannot be surpassed; and their facilities are such that they are enabled to sell every description of PAPER at the lowest possible price, either for cash or approved notes. They feel assured that they can offer strong inducements to purchasers throughout the United States and Canada to give them their orders.

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Book Paper, of various sizes and qualities.
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News Paper, constantly on hand, of the various sizes and qualities usually called for, and any size made to order at short notice.
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News and Book Paper, various sizes.
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Hardware Papers, of various sizes and qualities.
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Hardware Paper, various sizes and weights.
Hardware Paper, various sizes and weights, glazed.
White Wrapping Papers, various sizes.
Colored Papers, glazed, for labels.
Tissue Papers, white and colored, &c.
Hardware Paper made to order, of any particular size and thickness.

TO HATTERS.
White Paper, 24x36, 30x37, 32x42.
Tip Paper.
Fancy Colored Paper.
Manilla Paper, &c.

TO TRUNK MANUFACTURERS.
Trunk Boards, all numbers.
*White and Colored Paper, for lining.*

TO HOUSE AND SHIP BUILDERS.
Sheathing Paper, dry and tarred.
Sand Sheathing.

TO BOOK-BINDERS.
Binders' Boards, double cap, assorted numbers.
Binders' Boards, medium, assorted numbers.
Straw Boards.
Fancy Papers for fly leaves.
Colored Papers, &c.

TO BOOKSELLERS AND STATIONERS.
Letter Paper, blue and white, plain and ruled.
Cap Paper, blue and white, plain and ruled.
Note Paper, blue and white, plain and ruled
Packet Post, blue and white, plain and ruled.
Commercial Letter, blue and white, plain and ruled.
Folio Post, blue and white,
Flat Cap, of every variety.
Ledger Papers, all qualities.
Tissue Paper, white and colored.
Blotting Paper, buff and pink.
Blue, White and Brown Bonnet Boards, &c.
Envelopes, of all kinds and sizes.

TO GROCERS.
Straw and Rag Wrapping Paper, all sizes.
Bag Papers, all sizes.
Manilla Papers.
Letter and Cap Papers, &c.

TO CARD MANUFACTURERS.
White Wove and Laid Flat Cap.
Card Middles made to order.

TO BANKS.
Bank Note Paper, all qualities.
Folio Post, all qualities, for Checks, Notes, &c.
Superfine Ledger Papers, for Ledgers, Journals, &c.
Superfine Letter, Cap and Note Papers, &c.

TO DEALERS IN FANCY GOODS.
Writing Papers of every variety.
Wrapping Papers of every variety.
Manilla Papers of every variety.
Hardware Papers of every variety.
Tissues, white and colored.
Bonnet Boards, brown, blue and white,
Envelopes, of various kinds.

TO PAPER MANUFACTURERS.
Rags, various qualities of foreign.
Rags, various qualities of domestic,
Canvas, Bagging, Wrapping Paper Stock, Grass Rope, Rope Cuttings, &c.
Bleaching Powder, various brands.
Soda Ash, various brands.
Ultramarine, of superior quality.
Smalts, FINE, FINER.
Copperas.
Satin White best quality imported.
French Pulverized Powder.
Alum, ground and crude.
Patent Alumina.
Lime.
Oil of Vitriol.
Sizing, assorted qualities.
Felting, the best of English Machine Felting, a full assortment, various widths.
Fourdrinier Machine Felting, all sizes.
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English and American Felting made to order, of any size and thickness, at short notice.
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Wire Cloth—Fourdrinier Wires, various widths, a very superior article, which they can strongly recommend to manufacturers, believing them to be far superior to any in the market. Cylinder Machine Wire Cloth, cut to fit any cylinder, for both upper and under faces.
Sewing and Winding Wires.
Twine of all sizes.
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India-rubber Deckle Straps, made to order.
Twine.
Webbing.
Hickok's Ruling Pens, single and double backs.
Coloring Materials.
Prussiate of Potash.
Prussian Blue.
Pulp Blue, A. and B.
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Liberal advances made on consignments of any kind of paper.

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Its tones are the fullest, most brilliant and pure.

It is the most durable, and will remain longer in tune than any other Piano-forte.

It is built upon a solid iron frame or bed plate—the whole case forms a vibrating shell, with an upper and lower sounding board, like the violin.

"It is the best piano-forte existing," and is recommended by Thalberg, Gottschalk, Wm. H. Fry, S. Southwick, Marcosson, Albert H. Wood, Gustave Kobbé, Wm. Mason, H. Wollenhaupt, and many other musical celebrities.

Sole agents, WM. HALL & SON, No. 239 Broadway.

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And the public are invited to call at No. 722 Broadway, and see

LADD'S NEW PARLOR GRAND PIANO,

Equal in power and richness of tone to the best full grands, occupying but about half their space, and sold at a little more than half the price. Also a beautiful assortment of

SQUARE PIANOS,

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FOR SALE OR TO LET,

At reduced prices.

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WONDERFUL IMPROVEMENT IN GRAND PIANOS.

STEINWAY & SONS invite artists and the public in general to call and examine their newly invented OVERSTRING GRAND PIANO, which, for power and quality of tone, is pronounced superior to any other grand piano by all who have examined it, among whom are the best musical judges of the country, such as E. GOLDBECK, TH. HAGEN, (Ed. of the Musical Review,) U. C. HILL, W. A. KING, W. MASON, H. C. TIMM, H. A. WOLLENHAUPT, A. H. WOOD, and many others.

STEINWAY & SONS, Manufacturers, Nos. 82 and 84 Walker-st., N. Y.

CHICKERING & SONS, MANUFACTURERS OF GRAND, SQUARE AND UPRIGHT PIANOS, Warerooms, No. 694 Broadway.

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First-class PIANOS, fully warranted, plain or richly carved, at LOWEST PRICES.

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ALEXANDER'S, CARHART'S, MASON & Hamlin's and Prince & Co.'s harmoniums and melodeons for sale or for rent at reduced rates. One octave rosewood melodeon for $25. Pianos to rent at low rates. Piano-stools, new style, for $2.50 each. One F. Gilbert piano, in perfect order, for $75. Sheet music and music books at wholesale and retail.

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Having been creditably informed, that persons have on one or more occasions endeavored to injure our business by false and malicious statements to the effect that the vault light which we manufacture and sell is an infringement of letters patent granted to Mr. Thaddeus Hyatt, we hereby notify those persons to desist from such defamatory statements, as we shall hold them personally responsible for damages.

Letters patent for the vault light which we are manufacturing, was granted June 26, 1856, and, should it be questioned, we are fully prepared to defend our rights in the premises, and to show that we are not infringing upon the rights of Mr. Hyatt or any one else.

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The law is, that a person who purchases or uses a patented article is equally liable for infringement with the maker of it. The makers" having fairly notified the "users" of their intention not to pay, the "users" have only to choose if I collect, very fairly of them, or of as I shall certainly do.

THADDEUS HYATT.
NEW-YORK, January, 1859.

ESTABLISHED 1839.

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Orders for small and fine castings executed with neatness and dispatch. Particular attention will be paid to plane and fence castings. Parties who wish castings will be called upon by addressing a note as above.

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A. DODWORTH'S DANCING CLASSES, No. 806 Broadway, New-York; No. 157 Montague-place, Brooklyn.

Now open for the reception of pupils, who can commence at any time; will continue open until the end of May. Tuesdays and Fridays in Brooklyn; Wednesdays and Saturdays in New-York.

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Positively sailing regularly as per regular days.

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The steamship NORTHERN LIGHT, Captain THELPACE, will leave this port from Pier No. 3, North River, THURSDAY, March 10, at 3 o'clock P. M., connecting via Panama Railroad with the steamship UNCLE SAM, on the Pacific Ocean.

For passage or freight, (having capacity for 100 tons of the latter,) apply at the only office of the Line, No. 5 Bowling Green, basement. D. E. ALLEN, Agent.

N. B.—All persons are forbid trusting any one on account of the above ships or owners.

THE NORTH GERMAN LLOYD'S STEAMSHIP BREMEN,

H. WESSELS, Commander, Carrying the U. S. Mail, Will sail positively

SATURDAY, March 12, at 12 M., for BREMEN via SOUTHAMPTON, taking passengers for London, Havre, Southampton and Bremen, at the following rates:

First Cabin, $100; Second Cabin, $60; Steerage, $30. For freight or passage apply to GELPCKE, KRUTGEN & REICHELT, No. 54 Broadway.

NEW-ORLEANS, MOBILE, MONTGOMERY, ATLANTA, ALBANY, COLUMBUS, MACON, AUGUSTA AND VARIOUS PLACES IN FLORIDA, VIA SAVANNAH, GA.—The favorite steamship FLORIDA, Capt. ISAAC CROWELL, will leave on SATURDAY, Feb. 26, at 3 P. M., from Pier No. 4 N. R. Through tickets can be had for the following places. Fare as low as by any other steamer from New-York to Savannah. Accommodations superior. New-York to New-Orleans, $30 75; Mobile, $25; Montgomery, Ala., $22; Atlanta, Ga., $22; Albany, Ga., $20; New-York to Columbus, Ga., $22; Macon, Ga., $21; Augusta, $20; Savannah, $15. For freight or passage, apply to SAML. L. MITCHILL & SON, No. 13 Broadway.

FOR NASSAU, N. P., AND HAVANA.—The British and North American Royal Mail steamship KARNAK, Capt. A. BROWNLESS, will sail from the Company's wharf at Jersey City for the above ports, after the arrival of the steamship EUROPA, (leaving Liverpool Feb. 19,) probably 7th of March.

Passage money to Nassau.....$40
Passage money to Havana.....60
Passage money between Nassau and Havana.....15

For freight or passage, apply to E. CUNARD, No. 4 Bowling-green.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS

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Chief Cabin Passage.....$120
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FROM BOSTON TO LIVERPOOL.

Chief Cabin Passage.....$110
Second Cabin Passage.....60

The ships from Boston call at Halifax.

PERSIA, Capt. Judkins. CANADA, Capt. Lang.
ARABIA, Capt. J. Stone. AMERICA, Capt. Millar.
ASIA, Capt. E. G. Lott. NIAGARA, Capt. Anderson.
AFRICA, Capt. Shannon. EUROPA, Capt. J. Leitch.

These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.

ASIA, Lott, leaves New-York, Wednesday, Feb. 16.
AMERICA, Millar, leaves Boston, Wednesday, Feb. 23.
AFRICA, Shannon, leaves N. Y., Wednesday, March 2.
CANADA, Lang, leaves Boston, Wednesday, March 9.
EUROPA, Leitch, leaves N. Y., Wednesday, March 16.
ARABIA, Stone, leaves Boston, Wednesday, March 23.

Berths not secured until paid for.

An experienced Surgeon on board.

The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Precious Stones, or Metals, unless bills of lading are signed therefor, and the value thereof therein expressed. For freight or passage apply to E. CUNARD, No. 4 Bowling Green.

FOR THE SOUTH AND SOUTHWEST, VIA CHARLESTON, S. C.—SEMI-WEEKLY U. S. MAIL SIDE-WHEEL STEAMSHIP LINE.

First Class Cabin Passage, $15.
Deck Passage, $6.

The Steamship COLUMBIA, Captain BERRY, will leave Pier No. 4, North River, on SATURDAY, Feb. 26, at 3 o'clock P. M., precisely.

Through tickets to the following places may be had:

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| To Montgomery, Ala. | $30 | To Columbia, S. C. | $20 |
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| To Augusta, Ga. | 30 | To Palatka, Fla. | 20 |

For Freight or Passage apply to SPOFFORD, TILESTON & CO., No. 29 Broadway.

FOR SOUTHAMPTON AND HAVRE.—THE U. S. Mail steamer FULTON, J. A. Worrow, Commander, will leave for Havre, touching at Southampton to land the mails and passengers, on SATURDAY, March 5, at 12 o'clock, from pier No. 37 North River, foot of Beach-st. This ship has five water-tight compartments, including the engines, so that in the event of collision or stranding, the